

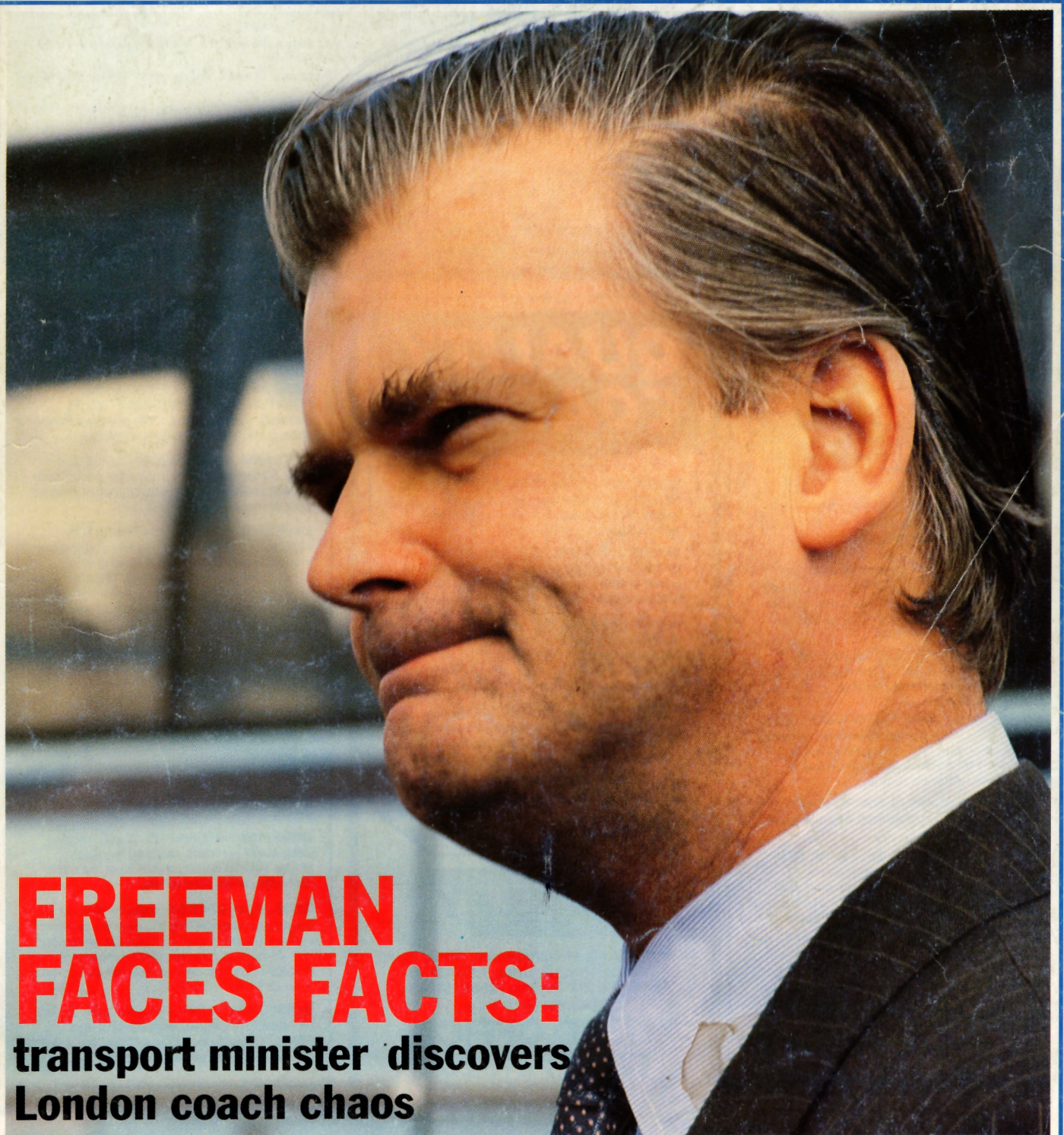
COACH

Issue 605 £1

MART

September 13 1990

The leading weekly serving the coach industry



FREEMAN FACES FACTS:

transport minister discovers
London coach chaos

Carlton P.S.V.

STOP PRESS

Our fourth refurbished Skyliner is now ready! Re-painted white, in National Express Rapide livery, re-moquetted, re-trimmed, carpets, fully serviced, 71 seats plus rear hostess seat. Additional servery & cool box. Acceptable for Rapide work for a further 5 years. Cherished plates, Mercedes manual. £83,000. Stock No.9021. Further examples available shortly.

NEOPLAN

1988 Neoplan, 77 seats, Gardiner engine, ZF Automatic, radio/PA/cassette, TV/video monitor, VHS recorder, toilet, fridge, drinks. Stock No. 0021

1983/4 Neoplan Skyliner, 71-75 seats, Merce V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock Nos. 9017 to 9023

1982 SKYLINER (with cherished plates), Well preserved and maintained, very recently re-moquetted (blue) and resprayed (white), 71 recliners, Mercedes V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc. This vehicle has been in regular daily use — a very clean example. Stock No. 0004.

MCW

1984 Cummins L10 4-speed full automatic gearbox, Voith retarder, servery, Frenzel boiler, 71 recliners plus continental door, N/S front door, N/S centre door, orange curtains, MoT Feb '91. Stock No. 0020. Only one left.

VOLVO

1984 Volvo B10M Berkhof Esprite, 53 seater, power door, Webasto, curtains, carpets, radio/PA/cassette, MoT 27.11.90. Stock No.0016.

1983 VOLVO B10M Jonckheere P599, 49 recliners, Telma, coffee machine, MoT Nov 1990.

1980 VOLVO B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automatic gearbox, power door, tinted windows, curtains, side lockers, MoT Dec 1990. Stock No. 0012

1980 VOLVO B58 11 metre, 51 seats, Alpha power door, Telma, white livery, red moquette and MoT Nov 90. Stock No. 0014.

1979 VOLVO B58 12 metre, 57 seats (re-moquetted), Alpha power door, side lockers, livery white and MoT Feb 90. Stock No. 0015.

MAN

1982 SR 280, 47 recliners, Sutrak air conditioning, 6 speed gearbox, o/s centre power door, o/s centre sunken toilet, driver's bunk, fridge, drinks machine, tinted double glazed windows, Rollo blinds, courier seat, Webasto and timer, seat back nets, headrest covers, wheel discs, driver's locker. Stock No. 0008

SCANIA

1986 Scania Berkhof Eclipse double deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white. MoT April 1991.

BEDFORD

1981 Bedford YNT 53 seater Plaxton, side lockers, autumn tint moquette, livery white/blue/yellow stripes. Reconditioned engine, new MoT Sept 1991. Stock No. M9014.

1980 Bedford PJK, 29 seater, Duple Dom, red, moq, livery white. Stock No. 0007.

1979 Bedford YMT, 53 seater Plaxton, red/cream ext, red moq. Stock No. M9036.

LEYLAND

1982 Leyland Leopard 12 metre Dominant, 51 reclining seats, double glazed, Telma, radio/PA, Bristol dome. MoT Feb 1991. Stock No. 9033.

1982 Leyland Leopard 12 metre Plaxton, 49 seats, semi auto gearbox, toilet, coffee machine, side lockers, new MoT 16.08.91.

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT 23.08.91. Stock No. M9012.

1981 Leyland 11 metre Plaxton, 53 (re-moquetted), X'Press, side lockers, grey/red moquette, new MoT 29.08.91. Stock No. 9013.

1981 Leyland 12 metre Plaxton, 49 recliners, cream exterior, Autumn tint moquette, new MoT 29.09.91. Stock No. 9010.

CARLTON PSV SALES, SANDBECK WAY, EUROWAY ESTATE, HELLABY, ROTHERHAM, SOUTH YORKS S66 8HR

0709 700600

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DAF 1984 SB2300 DHS JONCKHEERE JUBILEE P50 12M, 49 recliners, red/grey moquette, toilet at o/s rear, continental door, berth, tinted glass, power door, wired for TV. + video, twin fuel tanks, cream/orange.

DAF 1983 (AUGUST) SB2300 DHS JONCKHEERE JUBILEE P599 12M, 51 recliners, centre sunken toilet, Webasto heating, fridge, coffee machine, carpet, curtains, TV. + video wiring, grey/blue moquette trim, white.

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, Autumn tint moquette, rear floor mounted toilet, continental entrance door, white/grey/red.

DAF 1983 DKFL PLAXTON PARAMOUNT 3200 12M, 51 recliners, autumn tint moquette, power door, double glazing, curtains, courier seat, continental door, Webasto, Telma retarder, white/green/black.

DAF 1982 (AUGUST) DKTL PLAXTON SUPREME VI 12M 53 'E' type seats, paramount front, double glazing, red/white/blue.

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette, white + yellow/orange stripes.

VOLVO 1986 B9M PLAXTON PARAMOUNT 3200, 45 str., brown moquette, power entrance door, all white.

VOLVO 1984 (AUGUST) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired/boxed for TV./video, silver/blue.

VOLVO 1982 B58 DUPLÉ DOMINANT IV 12M, 53 recliners, brown moquette, tinted double glazed side windows, curtains, TELMA retarder, air/leaf suspension, automatic chassis lubrication system, cream + brown/grey reliefs.

QUALITY COACHES

VOLVO 1981 B58 PLAXTON SUPREME 12M, 49 recliners, brown moquette, toilet at nearside rear, power entrance door, tinted side windows, curtains, white.

VOLVO 1980 B58 PLAXTON SUPREME EXPRESS 11M, 53 str., autumn tint moquette, power entrance doors, curtains, white/orange/blue.

VOLVO 1979 (LATE) B58 PLAXTON SUPREME 12M, air/leaf suspension, automatic gearbox, TELMA retarder, 51 recliners, autumn tint moquette, power entrance door, side lockers, all white.

FORD 1984 R1115 DUPLÉ DOMINANT IV, 53 str., power operated entrance door, tinted side windows, curtains, side lockers, autumn tint moquette, white.

FORD 1983 R1114 PLAXTON PARAMOUNT 3200, 49 E-type seats, brown moquette, TELMA retarder, side locker, white + yellow/orange reliefs.

MOSELEY

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Loughborough, Leics. LE11 0AH.
Telex: 341327 Telefax: (0509) 610814
SCOTLAND (0236) 22445

HEAD OFFICE
(0509) 213232

BEDFORD 1986 YNV DUPLÉ 320 12M, 57 str., power door, grey/yellow moquette, tinted glass, cream/red.

BEDFORD 1985 (DECEMBER) YNV PLAXTON PARAMOUNT 3200 12M, 55 recliners, grey/red moquette, power entrance door, curtains, side lockers, white/red.

LEYLAND 1987 TIGER 260 DUPLÉ 320 12M, 50 recliners, grey moquette, power door, courier seat, toilet, servery, suspension raise system, white.

LEYLAND 1985 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 51 str., autumn tint moquette (46 recliners + 5 fixed at rear), power operated entrance door, TELMA retarder, courier seat, curtains, continental door, provision for driver's berth, all white.

LEYLAND 1984 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 50 recliners, courier, power entrance door, double glazing, brown stripe moquette, all white. CHOICE OF THREE.

LEYLAND 1982 (AUGUST) TIGER 245 PLAXTON VIEWMASTER 12M, 49 recliners, red/orange moquette, courier seat, power entrance door, tinted side windows, curtains, o/s/r sunken toilet, continental door, water boiler, fridge, wiring for TV. + video, grey/duo green.

BOVA 1985 FUTURA FHD 12.280 Integral 12M, 49/53 recliners, red/grey moquette, centre sunken demountable toilet, wired for TV./video, white + red reliefs.

BOVA 1984 EUROPA III Integral 12M, 49 str., beige/fawn/orange stripe moquette, centre sunken o/s toilet, continental door, wired for two TV. monitors + video, drinks machine, Webasto heating, courier seat, carpets, power door, all white.

BOVA 1982 EUROPA II Integral 12M, 53 str., red moquette (48 recliners + 5 fixed at rear), power entrance door, courier seat, curtains, continental door, white/grey/yellow.

COACH

Issue 605

MART

September 13, 1990

5 News: Liquidators appointed at GB Hirst (Coaches); Plaxton makes redundancies and will also hold a summer sale; Maidstone Council's Boro'line suffers big losses; Welsh operator to take High Court action over licence revocation.

13 On Target: Marksman believes the key to success is the three 'As': attitude, ambition and association.

14 Fleet Update: London Buses takes delivery of four Mercedes 709D midibuses; Prindale Coaches gets ready for the summer season by buying a 49 seater Volvo; Viscount Bus & Coach Co Ltd collects three Leyland Olympian buses.

17 Letters: Readers give their reaction to *Coachmart's* look at the safety of children on long distance express coach journeys; the police are criticised over 'hard shoulder' MOTs; a rally organiser wants his trophies back.

21 Diary: Transport Secretary Cecil Parkinson reckons he's on the right road over a new traffic navigation system; a 1903 bus makes news across the Atlantic.

23 London Ban: A Westminster resident welcomes a coach street ban and asks who wants tourists?

25 London Parking: Government minister Roger Freeman has been touring London's traffic black-spots. Mark Williams went too.

29 Road Test: Rod Davey reports on the LAG Eos, the Panoramic replacement which represents a new dawn for the company.

35 Licensing & Legal: A Dalkeith company is warned over its maintenance record; the annual test on a vehicle owned by Llansilin Motor Services is stopped because of its poor condition.

38 Tourism: There's news of more value-for-money overseas offers for coach operators; a submarine takes on a dangerous task at a tourist attraction; go back in time with a trip to the British music hall.



National Express subsidiary still in bus

WAR

— see page 9



Government minister Roger Freeman is having talks on London parking problems— see page 25



The EOS: is LAG on the right track? —

see page 29

COMMENT

In case you were in any doubt, two events this week really put the current state of the UK's new and used bus and coach market into perspective.

Firstly, the Society of Motor Manufacturers and Traders released registration statistics which showed new PSV sales last month, at just 205 units, were over 26 percent down on August 1989's total.

Sales for the first eight months of this year now stand at 2,095 - some 8.5 percent down on the same period in 1989.

Now 1989 was hardly a boom year. Manufacturers and dealers were encouraged by 3,034 registrations during the 12 months, but mainly because that was the first time sales had broken the 3,000 barrier since the heady days of 1984.

Secondly Plaxton, Britain's biggest coach builder, announced it was to hold its first ever sale of used vehicles.

In an effort to shift some metal from its increasingly crowded dealers' yards, Plaxton is discounting 15-20 percent off the list price of a range of secondhand vehicles.

Punters and pundits alike have laid the blame for the dramatic softening of the PSV market firmly on high interest rates. But operators who have been holding back from buying new or used vehicles during recent months because of the high cost of borrowing, should take care. Those vehicles that seem expensive now could be unaffordable next year.

The message being put out loud and clear by dealers is buy now, save later. And their argument is well worth listening to. It runs like this:

With interest rates hovering around 15 percent, the cost of new coaches may seem dear now, but because so few are being sold, prices will leap up next year.

It is false economy for operators to hold out against buying and wait for interest rates to come down. Because, by the time rates do come down, prices will have gone up so much any saving will be wiped out.

According to the dealers, the argument holds good for both new and used vehicles. One dealer said last week that, far from being dear, current vehicle prices were 'at rock bottom and would never be so low again.'

Well, dealers would say that wouldn't they? Yes, they would and are.

But the real question is, can operators afford not to listen to them? Only you know the answer to that.

STUART JOHNSON



SCANIA

BUS AND COACH DISTRIBUTOR

DEALS THAT WORK FOR YOU!



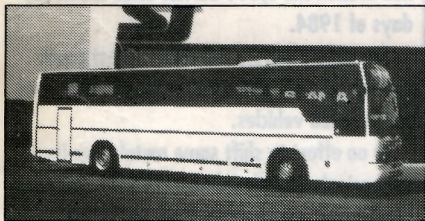
1989 F
DAF SB2300 DUPLÉ
320 SL ZF GEARBOX,
TINTED GLASS,
POWER DOOR, 57
RECLINING SEATS,
RADIO/P.A./
CASSETTE, ALL WHITE
EXTERIOR WITH
BROWN STRIPE
MOQUETTE INTERIOR,
M.O.T. 31.5.91.
CHOICE OF TWO.

DEPOSIT £20,000
18 MONTHS x £795
42 MONTHS x £1,395
BALLOON £20,000



1987 D
VOLVO B10M
PLAXTON 3500 4 STAR
53/49 RECLINING
SEATS, PLUS
COURIER, DOUBLE
GLAZED SIDE
WINDOW, FULL DRAW
CURTAINS,
DEMOUNTABLE
CENTRE TOILET,
AIRCRAFT TYPE RACK
DOORS, WEBASTO
HEATER, RADIO/PA/
CASSETTE, TV, VIDEO,
WATER BOILER, ALL
WHITE EXTERIOR WITH
GREY CHEVRON
MOQUETTE INTERIOR,
M.O.T. 16.5.91

DEPOSIT £20,000
12 MONTHS x £999
48 MONTHS x £1,699
BALLOON £15,000



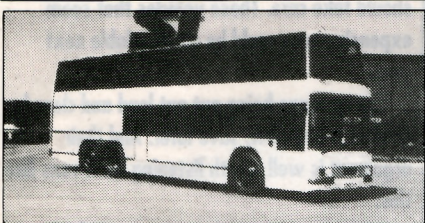
1988 E
DAF MB230 PLAXTON
3500, 49 RECLINING
SEATS, PLUS COURIER
SEAT, REAR SUNKEN
TOILET, CONTINENTAL
DOOR, DRIVER'S
BUNK, WATER BOILER,
WEBASTO HEATER,
TELMA, ABS, RADIO/
PA/CASSETTE,
FINISHED IN ALL
WHITE WITH GREY
CHEVRON MOQUETTE
INTERIOR. M.O.T. MAY
1991.
CHOICE OF TWO.

DEPOSIT £20,000
18 MONTHS x £999
42 MONTHS x £1,750
BALLOON £19,250



1985/86
LEYLAND TIGER 245/
260 DUPLÉ, HIGH
FLOOR COACHES,
FULLY REFURBISHED
BY S.J. LTD., FITTED
48/50 RECLINING
SEATS PLUS COURIER
SEAT, RETRIMMED IN
GREY CHEVRON
MOQUETTE, TINTED
GLASS, CURTAINS,
RADIO/PA/CASSETTE,
FINISHED IN WHITE,
M.O.T. JUNE 1991.
CHOICE OF FOUR.

DEPOSIT £15,000
12 MONTHS x £750
36 MONTHS x £1,182
BALLOON NIL



1988 E
DAF SB 3000 PLAXTON
4000 DOUBLE DECK
COACH, ZF 7 SPEED
GEARBOX, 74
RECLINING SEATS
PLUS COURIER SEAT,
TINTED GLASS,
CURTAINS, DRIVERS
BUNK, TOILET, WATER
BOILER, ALL WHITE
EXTERIOR WITH GREY
CHEVRON MOQUETTE
INTERIOR, M.O.T. MAY
1991.

DEPOSIT £30,000
18 MONTHS x £1,500
42 MONTHS x £1,979
BALLOON £40,000



1989 F
DAF SB2305 AND MB
230LB CHASSIS
CAETANO ALGARVE
BODY FITTED, 53
RECLINING SEATS
PLUS COURIER SEAT,
REAR CONTINENTAL
DOOR, TINTED GLASS
WITH FULL DRAW
CURTAINS, GREY OR
BROWN MOQUETTE
INTERIOR.
CHOICE OF FOUR.

DEPOSIT £20,000
12 MONTHS x £1,100
48 MONTHS x £1,599
BALLOON £15,000

THIS DEAL IS:-

- ★ Heavily subsidised by Stuart Johnson Limited
- ★ Very flexible and can be modified to suit any value of part exchange vehicle
- ★ Subject to status and subject to vehicles remaining available

**DON'T FORGET
YOU REMAIN THE
OWNER OF THE
VEHICLE**

THIS DEAL IS NOT:-

- ★ An 'operating lease' which leaves you with no equity in the vehicle at the end of the lease period
- ★ A 'low start' package with inflated instalments after the first 18 months

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■ COACH

Bid to improve police relations

LONDON operators have asked the Police to consider putting officers on a coach as part of their training.

The scheme is the brainchild of the London Tourist Coach Operators' Association, which is worried at the allegedly aggressive attitude of some policemen to its members.

Members of the LTCOA claimed officers had used foul language and were abusive because they do not understand the problems of operating coaches within London.

'There is positive discrimination against coaches and coach drivers,' said one member. 'Delivery vehicles, the electricity board and water board are given substantial time to make deliveries and even cone-off sections of road on the grounds that they are doing their job.'

'The police have to know that we are doing our job, and that to do it we require a degree of tolerance.'

A police spokesman said the proposal for officers to spend a day seeing coach problems first-hand was being considered.

■ TAKE OVER

National Welsh sale mystery

BELEAGUED National Welsh is remaining tight-lipped over trade press stories of an imminent sale.

Managing director Brian Noton had no comment to make when contacted last week, but directed calls to financial advisors 3i in London.

A 3i spokesperson said the company had been taking its advice for some time, and that restructuring was taking place at the Cardiff-based ex-NBC firm. No finance for NE was being provided by 3i.

■ LIQUIDATION

Liquidator appointed at GB Hirst (Coaches)

THE LIQUIDATION of G B Hirst (Coaches) of Holmfirth, Yorkshire, is to be handled by Martin Venning of Finnies and Co, Sheffield.

Mr Venning was appointed last week by the official receiver following months of speculation about the future of the company - wound up in April by creditors.

The managing director, Brian Hirst, refused to comment on the position of his coach company and on four other companies in which he has an interest. These are Inter Transport UK Ltd, G B Hirst International, G B Hirst Fuel, and Aminta, which handles maintenance.

Brian Hirst was



GB Hirst (Coaches): had been heavily committed to continental touring.

heavily committed to continental touring, having taken 18 new Mercedes 0303 coaches, at least ten of which were air-conditioned. The leased vehicles - which Mr Hirst originally hoped would have a seven-year operating life - have now gone from the G B

Hirst coach fleet, which now amounts to four vehicles, according to Brian Hirst.

When the vehicles were acquired in late 1987, Brian Hirst commented in *Coachmart* that he'd seen a lot of operators get very big and talk a lot of nonsense, only to

'come a cropper.'

'The Mercedes coaches have all gone,' Brian Hirst told *Coachmart* last week. 'The situation is too long and complicated to explain on the 'phone.'

Industry sources suggest that at least seven of the vehicles were repossessed around Christmas of this year by lease company Evans Halshaw, and the rest by financiers Equity and General.

Mr Hirst said he now has a mixed fleet of four vehicles including a DAF, with which he is operating charter runs.

The appointment of the liquidator follows a meeting of creditors in July, and was at the instruction of receiver Paul Baxter.

■ FUEL PRICES

Operators told to pass on fuel price rises

OPERATORS are heading for a cash crisis if they don't pass on higher fuel prices to passengers, says the director general of the Bus and Coach Council.

Veronica Palmer said that six weeks of price increases due to the Gulf situation have left no room for manoeuvre: companies were reluctant to increase fares, but could no longer absorb the increased prices of diesel... and are now being confronted with price increases on other essential supplies because of the knock-on effect.

'We believe the industry has done a good job for passengers by holding out for so long,' she said.

Chesterfield Transport was among the first major bus operators to add fuel surcharges to fares,



DG Veronica Palmer: passengers must pay.

using a 2p flat rate increase. It said the increases did not recoup all of the extra cost.

At East Midlands Motor Services, managing director George Watson said he hoped loadings would increase as a result of high fuel costs: 'This has also affected car travel, and this may cause people to travel by public transport.'

Mr Watson said he had no plans for a 'crisis' fares increase, though increases planned for October may be affected

by the rising fuel costs.

But many coach operators are holding fire until the prices stabilise: 'We've got to sit on the fence ... much as that is hurting us,' said Steve Telling, managing director at Tellings in Surrey.

'We've got to ask ourselves "where will it end," and avoid panic until the last moment. I appreciate what the associations have to say, but we are running up to the worst possible time of the year.'

And at Bakers

Dolphin, the printing of brochures for 1991 season are likely to dictate if and when any holiday prices rise: 'It's our policy to avoid surcharges, but we must be mindful of what the air tour firms such as Thompsons are doing,' said operations director Michael Warnock-Smith. 'Inevitably, we will be passing on the increases to the customer, but at the moment we are hanging on to see what else happens.'

● See oil price story on Page 10.



Bakers Dolphin: waiting for developments.

■BUYOUT

Howells takes majority stake in AJS subsidiaries

THE AJS Group has sold a majority stake in its County Bus and Coach and Sampson Coaches subsidiaries to the companies' chairman Bob Howells.

AJS says it was approached by Mr Howells while it was discussing changes to its southern companies to reduce the overhead costs to the AJS central accountancy and administrative unit.

'This is an evolutionary rather

than revolutionary change,' explained Giles Fearnley, AJS managing director. 'Bob has had a lot of faith in the companies, and County Bus and Coach is very different now from the company we bought in 1988.'

'He has put an awful lot of effort into it. When he put his proposal to us it fitted in nicely with our plans to tackle the overheads.'

Mr Fearnley said AJS did not want to lose all its investment in the companies, so had retained a minority stake. Earlier this year, though, it sold most of the Stevenage bus network and Premier Travel Services. The remaining southern AJS firms - Sovereign Bus and Coach, Welwyn & Hatfield Line, and Cambridge Coach - will now be run without central support.

Mr Howells takes the operations for the north and north-west to include work on the Grays-Romford corridor and bus routes in Hornchurch - around half of the company working from the Grays site - while AJS retains the rest including an LRT route and a Green Line route into London. Both parts of the operation will continue to be run from the same site.



County Bus and Coach: AJS now has minority stake.

■PEOPLE

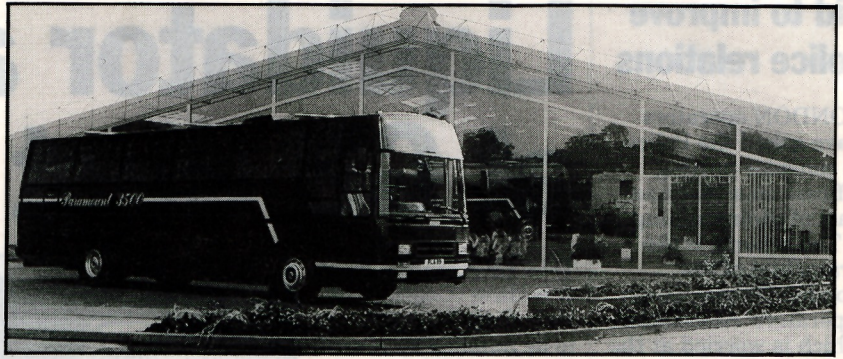
Joliffe in charge

THE sale of AJS York-based companies York City & District and Target Travel to Rider Holdings has put Nigel Joliffe in control of three AJS subsidiaries.

Mr Joliffe - managing director of Harrogate & District, Yorkshire Coastliner, and Harrogate Independent Travel - takes Keighley & District Travel under his wing following the departure of Jim Hulme to Yorkshire Rider.

Tim Priestley becomes general manager of Harrogate & District, and Jeremy Hooper becomes general manager of Yorkshire Coastliner.

■REDUNDANCIES



Plaxton's Scarborough plant: bearing the brunt of cuts.

Plaxton cuts bus and coach jobs

THE Plaxton Group is to cut 100 jobs from its bus and coach operation. A cost cutting programme at Plaxton subsidiary Reeve Burgess has seen a further 135 jobs cut from its Chesterfield minibus building operation since May.

Last week Plaxton announced half-year profits up from £3.7 million to £5.2 million. But most of the extra profit was produced by the group's motor dealing division.

Profit from coach and bus activities dropped from £4 million in the first six months of 1989 to £1.9 million in the first half of this year.

The redundancies are split equally between white collar and manual workers and affect the manufacturing plant in

Scarborough, the ex-Duple Services operation in Blackpool and the dealership at Anston.

The most senior person to lose his job is Cedric Peachey, who only joined the group as commercial director (Europe) nine months ago. Marketing manager David Goodare has also been made redundant.

Plaxton Group managing director Robert Wood said further job cuts were unlikely but warned that if the market 'goes down any further we will have to look at it again.'

Industry analysts are predicting a total UK coach market of around 1,100 units this year - one of the worst sales years on record.

Mr Wood said the cuts would wipe a 'seven figure sum' off the

Plaxton payroll, but stressed that the group still employed some 3,400 people and the cuts would not affect product research and development. Thirty engineers were employed at Scarborough, which was 'approximately 30 more than when we first took over.'

Orders currently being processed by Plaxton include 50 Volvo 3500s for delivery by February 1991 to Wallace Arnold and another 50 Volvo 3500s to Parks of Hamilton by March. The first of a mixed order for 60 Plaxton bodied vehicles will also be delivered to Smiths Shearings during next year. By the end of this year, Plaxton will have built 70 Expressliners for National Express work.

■MANUFACTURING

Van Hool set to expand manufacturing capacity

BUS and trailer manufacturer Van Hool is expanding its Belgium operation with building work due to be completed in 1991.

Van Hool employs 3,500 on a 110 acre site at Koningshooikt near Lier and is adding to its 43 acre manufacturing capacity. The original 1947 factory will have a new prototype department, and across the road, a large building will expand the finishing department.

Ready in February 1991, this will remove a bottleneck in the

current production of five or six buses and coaches per day. The multi-storey building will eventually house new office accommodation for personnel and purchasing departments.

Further construction work expands fibreglass production capacity and provides a separate commercial vehicle repair department.

Although the UK is a contracting market, a Van Hool spokesman reports expansion of sales in Belgium, France, Scandinavia, Holland and USA.

Current orders going down the Koningshooikt line include a batch of 150 A508 three door side-engined midibuses for Algeria and 55 Alizee coaches for Shearings - including bodies on Scania and Volvo running units.

A separately owned company, EOS Coach Manufacturing Co, builds up to 150 EOS coaches per year in a new factory working at half its maximum capacity. Van Hool expects to boost EOS sales and has no plans to move production of any other vehicle to the former LAG facilities.

■ COACH SALES

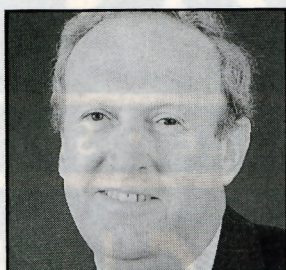
Sale time at Plaxton

IN A drive to stimulate coach sales and reduce growing vehicle stocks, Plaxton is to hold its first ever summer sale.

Plaxton says the unprecedented sale of used vehicles is also a response to the competition dealers are facing from PSV auctions.

Colin Cowdery, managing director at Plaxton Retail, said: 'We wholeheartedly agree with Stuart Johnson's recent comments on auctions (*Coachmart* August 23). They are not the best place to buy because of the hassle and risk involved.'

He said Plaxton spent hundreds of thousands of pounds each year to ensure that every customer buying a roadworthy vehicle gets just that. 'But we must retain our competitive edge and provide the right product at the right price. So, for two weeks starting



Colin Cowdery:
responding to
competition from
auctions.

September 17, we are holding our first ever end of summer sale.'

The sale will cut around 15 to 20 percent from Plaxton's published price list (see page 8). For example, the asking price of a 1987 Volvo B10M with Plaxton Paramount 3500 bodywork, toilet and 49 recliners will be cut from £84,850 to £74,500. A 1981 Leyland Leopard Plaxton Supreme will cost £12,500 instead of £19,850.

Minibuses will also be heavily discounted. And

the cheapest vehicle in the sale will be a 1971 Bedford YRQ Plaxton Elite for £750.

As part of the sales drive, Plaxton will this week introduce a buy now pay later deal on used coaches.

Mr Cowdery described the offer as a six month pause on HP and leasing deals: 'So you can buy now and not pay until next spring. And we pick up the interest costs on the balance over the six month period which runs from when the operator pays the deposit.'

Plaxton is also offering seasonal payment terms geared to the operator's own trading pattern and low start options with reduced payment for the first 18 months.

● More than 150 vehicles will be included in the sale at Plaxton sales points in Barrhead, Anston, Bristol and Ware.

■ USED SALES ROUND-UP

Government action sees sales fall

The first of a regular monthly look at sales of used coaches in the UK.

SALES of used coaches continued to fall during August as the Government's economic restraints started to bite.

Operators are finding it very hard to justify changing coaches when school contracts are being revised to take into account the fall in the number of pupils and interest rates remain high.

Most sales last month came from the bottom end of the market - mainly Leyland Leopards and Bedfords with British bodywork. Ford-based coaches appear to have reached the end of the line, showing very little demand and poor resale values.

them being over cautious or whether it is to buy time in hope of arranging the finance themselves remains to be seen, but it does put undue strain on operators and dealers alike when trying to complete a deal.

The over-stocked dealers' yards can be the source of both good and bad news. The good news is that deals are being struck at rock bottom prices. The bad news is that part exchange valuations are also at rock bottom - if indeed part exchanges are even considered.

Most vehicles selling at present are competitively priced, in good condition, both mechanically and



Ford coaches: poor resale values.

Mid-price products such as Volvo, Leyland and Bedford are showing some sales potential, but top specification late model coaches are having to compete on price with bargain basement new coaches and as such are finding few buyers.

One problem facing both operators and dealers alike would appear to be the reluctance of High Street banks to assist finance houses with status reports. These are sometimes taking weeks to reach their destinations.

Whether this is due to

bodily, in the main have basic specifications with maximum seating capacities and are of types which historically always maintained a good residual value.

Operators are buying at a price they can comfortably afford from their cash flow and are resisting the temptation to overstretch themselves by entering into financial commitments they may find unable to fulfil.

Let's hope September sees a little more optimism in the market and sales pick up as new school contracts are awarded.

■ PSV

PSV figures are down again

SALES of PSVs dropped yet again last month, with the year-to-date totals reflecting an 8 percent drop over the first eight months of last year.

Leyland Bus showed the best figures, with its 25 new registrations in July leaping to 97 in August. This may be due to buyers hanging on for H-Reg plates, but big fleet orders also affected the figure.

Leyland DAF registrations present a sorrier figure, with half the number of new vehicles against August '89's 34 sold. And Volvo saw its second drop in sales in two months. In July, it sold less than half the number of vehicles it did in the same month in '89, while August's figures show registrations down by almost half once again.

Monthly sales of all manufacturers were down by more than a quarter on August '89 despite Leyland's orders but British PSV sales held up well against imported vehicles for the month. The year's figures reflect a more stable relationship between the two.

	August		Year to date	
	1990	1989	1990	1989
Dennis UK	25	23	242	205
Duple UK	1	1	18	20
Leyland Bus UK	97	82	688	710
Leyland DAF NL	17	34	175	214
MAN VW (De)	1	0	3	0
MCW Optare	1	28	34	227
Scania (Sw)	12	18	145	121
Volvo (Sw)	33	57	582	602
Other British	6	2	16	27
Other imports	10	31	187	158
Total British	130	138	998	1189
Total imports	75	140	1097	1101
Totals	205	278	2095	2290

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■ COMPETITION

Scottish war continues

NATIONAL Express subsidiary Caledonian Express is continuing its war on the Glasgow-Edinburgh corridor with more cut-price fares.

After giving away tickets on the Sunday of its launch, the 'Merry-go-round' returns will be offered for the price of a single - £1.95 - for a limited period.

'Citylink has had a monopoly on the route between Glasgow and Edinburgh for too long,' said Caledonian Express general manager Alastair McPherson. 'We felt it was about time the people of Glasgow and Edinburgh were given the choice of another operator.'

He claims the advantages of the 295 service are low fares and high quality... 'benefits not previously offered by Citylink.' Silver Coach Lines last year competed on the corridor using Setras at a £1 each way fare, but stopped the service with very low loadings.

Caledonian Express claims it carried 800 people on its free day of travel.

■ COACH SERVICE

Nationals go on ASDA run

BRIGHTON Borough Transport's Lewes Coaches subsidiary is running two Leyland Nationals on five free services to and from Brighton's Asda Superstore.

Asda pays for the services, which take shoppers from Haywards Heath, Barcombe, Uckfield, Ringmer and Chailey. The new services supplement one which Lewes Coaches has run for two years. The vehicles have an Asda-dedicated white livery.

■ FINANCE

Troubleshooters' investigation reveals big Boro'line losses

MAIDSTONE Council's Boro'line has lost £1.3 million, a team of management 'troubleshooters' has revealed.

Problems at Boro'line were identified in December, and an investigation of book-keeping at Boro'line showed a worsening picture as three accountants devoted 750 man-hours to the task of sorting them out.

Profit forecasts of more than £400,000 made in March were inaccurate due to 'exceptionally poor records which have had to be substantially analysed and corrected,' said finance director David Coupeland.



Boro'line: recorded £1.3 million loss.

Losses had come as a result of Boro'line's seven London routes, won by tender with LRT. Boro'line director Malcolm Robertson admitted the tenders were underpriced and that the cost of setting up the services had been high. But he said

the situation could be turned around when tenders were renewed.

Mr Coupeland agreed the future looked rosier, and predicted a £33,000 profit by the end of the current financial year: 'A profit of any amount will be considered a remarkable

turnaround. This does, however, seem possible and care has been taken with the budget estimates,' he said at a council/company liaison group meeting.

Boro'line managing director Alan Price took early retirement at the beginning of March. At the end of the month a profit of more than £400,000 was forecast but book-keeping errors were not spotted until later.

● The deputy leader of Maidstone Council's Tory group, Mrs Jennifer Fenn, has called for the sell-off of Boro'line: 'The council has proved it cannot run a bus company and the time has come to sell it.'

■ FERRY

Ferry bans male groups

North Sea Ferries: forced to take action after passenger problems.

NORTH Sea Ferries is to ban all-male adult groups after a drop in the standard of passengers' behaviour.

From January 1, 1991 there must be a minimum of 40 percent female members in group parties travelling between Hull and Rotterdam or Zeebrugge.

Tony Farrell, UK passenger sales manager, explains in a letter to group organisers: 'We have reluctantly taken the decision to turn down all such bookings in 1991. Such a policy is designed to ensure a peaceful and

relaxing crossing for all passengers.

'Deteriorating standards of behaviour on board, primarily by male groups, have influenced our decision and while inevitably innocent groups will be affected, we feel that we have no choice but to implement this policy.'

NSF's catchment area extends from Scotland down to the West Midlands.

Tours organiser Jim Pybus said: 'Coach operators have got the message that there is no need to head south for a Channel crossing.'

■ COMPETITION

MMC may be called in

SUFFOLK'S county surveyor has been asked to write to the

Monopolies and Mergers Commission about bus operation within the county, which a committee fears may depend on only two major operators.

According to a local newspaper, the county council's transport sub-committee decided on the move after becoming concerned at takeovers in the area, including Eastern Counties' acquisition of Blue Buses.

Both Eastern Counties and the other major Suffolk operator, Ipswich Buses, hotly condemned the action, Eastern Counties quoting a *Coachmart* news story to strengthen its case.

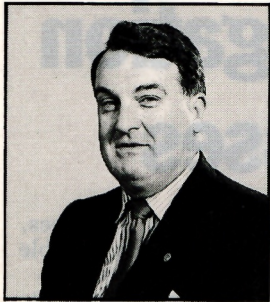
'In a recent trade journal, Suffolk's education department was quoted as saying that it dealt with 700 routes carrying 21,500 children, run by 115 operators. What kind of a monopoly do you have

with 115 operators? said EC managing director Peter Brundall.

And managing director of Ipswich Buses, Malcolm Robson, said two acquisitions in the last three years had been the result of approaches made to Ipswich Buses by the companies concerned: 'We are now running more services on those routes than before, with more passengers, so I don't see how the public has suffered from that,' he added.

A spokesman for the county surveyor's office said he was surprised the sub-committee had made this demand, which resulted from an information document explaining the action taken by the DTI against Stagecoach and South Yorkshire Transport: 'There have been no giant mergers in Suffolk. I'd be very surprised if the purchase of the goodwill of Blue Buses represents a monopoly.'

■ PEOPLE



Peter Rogers: plans to stay in PSV industry.

Peter steps down

MIDLAND Travel managing director Peter Rogers is to retire this week... but says he's staying in the PSV industry.

Mr Rogers (50) started in coaching with Rainworth Travel in 1972, a firm which he set up, with his wife.

He bought Dave Haywood Coaches and moved to Langwith before Rainworth was bought by East Midlands Motor Services and merged into a Midland Travel coaching subsidiary. Both are now owned by Stagecoach.

Bus and Coach Council regional chairman Mr Rogers is now offering his considerable experience to small operators on a consultancy basis: 'The bus and coach industry is full of super people, working in a friendly environment, with immense potential,' he said.

■ IN COURT

Gary takes High Court action over lost licence

GWENT operator Gary Lane is appealing to the High Court after a licence revocation cost him 14 council contracts and forced him to lay off 11 drivers.

Mr Lane, of Gary's Coaches of Tredegar, says the revocation - which comes just five

weeks before his licence renewal - resulted from just six prohibition notices in two years... one of which was as a result of an inspection made while the faults were under repair.

'Local operators are shocked by this,' said Mr Lane, who runs 12

vehicles and has his own workshop. 'I spend a great deal on maintenance. In fact, the tax inspectors are looking through my books because they are suspicious about the money I spend on repairs.'

He said his 14 council

contracts - including five service routes - had gone to other local operators despite his efforts over two days to get cover for every contract.

Mr Lane is to reapply for licences to start on September 30 regardless of the result of the appeal hearing.

■ BUS FARES

Price rises blamed on oil problems

LANCASTER City Transport is blaming rising oil prices for pushing up children's fares.

LCT put fares up to two thirds of the full fare within days of Stagecoach-owned Ribble announcing a similar increase. Its jointly-run Freedom weekly ticket for LCT and Ribble buses goes up a pound to £8.

'We have to look for extra revenue to cover additional costs,' said LCT managing director Thomas Knowles. 'It was our policy to increase children's fares to the two thirds rate, and this was an opportune time to do it.'

Mr Knowles claimed



Lancaster City Transport: forced to put up children's fares.

children were carrying the burden of the Gulf crisis fuel cost because they created high demand for peak-time buses, albeit only during term time.

'They can still use return tickets which, saving 20 percent of the fare, reduce each journey to around half the adult fare,' he added.

■ COACH

Chinese return trip is cancelled

EXCELSIOR chairman Vernon Maitland has cancelled the return journey of his Silk Route coach trip to China because of treacherous conditions.

The Volvo B10M Plaxton 3500 will be coming back to the UK by sea after its trip along cliff-hanging mountain passes because Mr Maitland - who made the trip - says the epic overland voyage was simply too dangerous.

'If we run another Silk Route trip, I'll find a buyer for the coach in China so we don't have to bring it back,' he added.

■ SAFETY

Safety campaign is a big success

A CHILD bus safety campaign by the Bus and Coach Council has taken off, with more than 150,000 Buscode comics and badges in circulation.

The school information packs launched this summer by the BCC have been taken up by operators, schools, local authorities and even the police, all keen to get the message of safe bus travel across to children.

'We were very surprised at how many different groups wanted to become involved,' said a BCC spokesman. 'They included Strathclyde Regional Council, and a number of bodies who requested the original artwork so they could print their own comics and posters.' Members or non-members can contact the BCC on 071 831 7546.

■ FIXTURES

Routemaster tipped for the top

ONE of Stagecoach's Mansfield and District Routemasters is tipped as the bus to beat in the concours section of this year's Showbus Rally at Woburn Abbey, on September 30.

The rally has attracted a record number of entries and enthusiasts will respond as a result. Both ancient and modern vehicles will be represented at the show.

Late entries and other enquiries about the event should go to Martin Isles, 58 Anton Way, Aylesbury HP21 9TE. Tel:0962 732406, or 0296 29310/613576.

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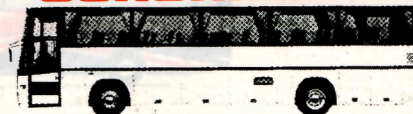
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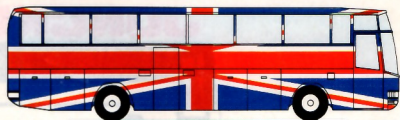
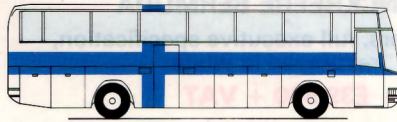
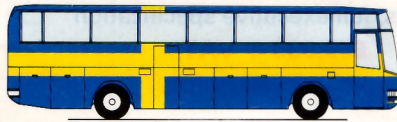
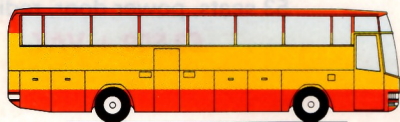
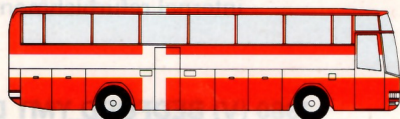
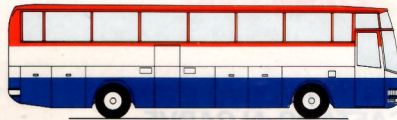
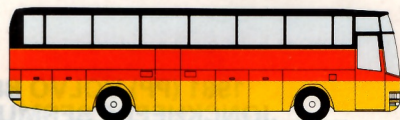
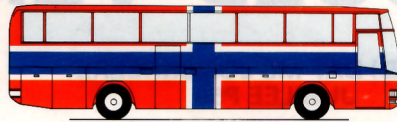
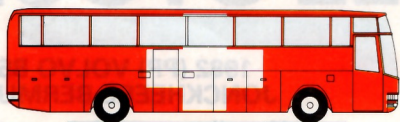
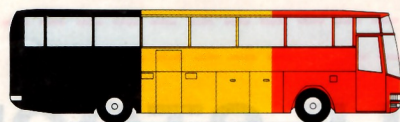
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IN WHAT I hoped was a thought provoking item last week I suggested that

problems lie ahead unless we are prepared to re-design our products to match the enhanced expectations of the users.

As it relates to success and survival I judge it not wasteful to write a few more words on this important and topical matter.

As a small operator I am not particularly wise or wealthy but, in comparison to others of my rank I think I have been modestly successful.

I often wonder why some of us seem to do well, while others (who often had a better start in business life) seem to flounder.

Of one thing I am certain, even if it flies in the face of anecdotal wisdom: success in business has very little to do with luck.

Or to put it the other way round, inspection of the performance of operators who appear to be plagued with bad luck usually reveals ignorance, ineptitude and indifference.

The antithesis of these corrosive three 'Is' is, in my estimation, the success formula three 'As': attitude, ambition and association.

As I write this I have before me the report of Professor John Hibbs' survey into the attitude of managers to deregulation.

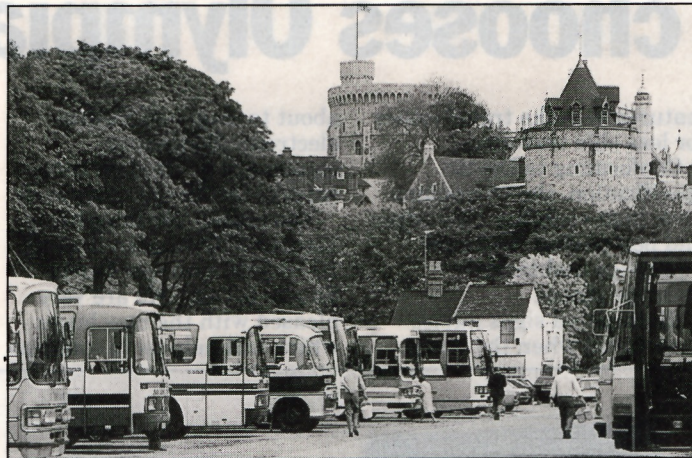
The success formula: attitude, ambition and association.

I will refrain from any detailed comment on its interesting content, save to say that I find it hardly surprising that the attitudes of those managing bus operations have been changed by deregulation.

Those in it from the days of licencing knew that to survive in a competitive market they must have different approaches, and those who entered the fray clearly had to have not only new knowledge, but also new attitudes to the conduct of their business.

But attitude has wider implications.

A sentence which is indelibly etched in my mind was spoken to me by a businessman during the last recession, 'If we knew



Excursions: operators should look for a seat sale of at least 85 percent of capacity.

Business success: not down to luck

what we know now, we could have made a packet before this started.'

By which he meant, had we practiced all the good house-keeping which the recession forced some of us to adopt, we would have made better pre-recession profits.

I said 'some of us' because others did manage to struggle through without changing management attitudes to their strategies for profit generation. Will they be as fortunate when the next (or present?) recession begins to bite?

An equally fearful thought is: did some of those who changed their attitude during the last recession only do so for the duration and have they slipped back into management attitudes which turn a blind eye to wasteful staff practices, which neglects marketing, which is slothful to seek price increases, and which buys on impulse?

In a few words, a business attitude which thinks that tomorrow should, and will, be like all the yesterdays is probably heading down the path to failure.

In contrast, the attitude which fires up the brain's computer each morning with the question; 'What should we do today to increase profits?' is aimed down the road to success.

If attitude equates to the arrow, ambition is analogous to the target.

I am a great believer in targets. To not be aiming for

something is to drift.

In a small business I could never really see how to have a five year business plan, as opportunities have to be taken and challenges met as and when they arise.

But, by way of illustration, I return to the question of luck.

Tendered contracts are not won, excursions filled, private hire booked or vehicles kept safe and reliable, by luck. I aim to win only about one tender in ten. Too much less and I am out of the race, too many more means that, to me, my price is too low.

We can all learn from other people's business ideas.

On excursions there has to be a marketing plan which promises an overall seat sale in excess of 85 percent capacity, with the target set even higher than that ... and when the target is achieved it is then set higher.

On private hires, where (unlike tenders) there is an opportunity to sell the quality of the service, the target is to turn three out of every five quotes into a booking.

When that target is met, it is the price that goes up, not the booking ratio target!

Meeting these lower levels of performance does enable larger targets to be set and met. Typically, these will relate to annual profits and the

financial ability (not impulse) to increase or update the fleet, or to fund/plan for retirement.

In passing, I fear that the proprietors or directors of many small businesses who are doing no more than keeping their heads above water may be doomed to an old age of poverty if they do not do something about it now. For many the business is their pension plan.

That leaves association. In my experience this is very important - especially to small and embryonic businesses. More so than education, which you will notice I have not mentioned.

The world is full of self-made millionaires who have no formal qualifications but no shortage of ambition, attitude and the desire to associate. Those with the first two 'As' will learn, fast, from association with other businessmen.

I have benefitted greatly from membership of Bus and Coach Council, a chamber of trade and a little bit of public service.

Nothing else that I can think of is so capable of opening the eyes of any small entrepreneur to the broader horizons of business opportunity.

Despite competition, formal and informal association with other operators still gives me new ideas for excursion venues, for marketing, on staffing matters, on technical matters, on legislation, ...the list is endless. And, generally speaking, it comes almost free of charge!

As I have said many times before, the ideas that I get through association in BCC repays my annual subscription several-fold each year.

Those who fail to use its facility to associate never get this valuable, yet invisible, bonus. But, again from personal experience, a fairly catholic approach to association is beneficial.

If a chamber of trade, a polytechnic or college, or even a local authority are running a seminar on a business topic, the cross fertilisation of ideas from different business cultures can give a new approach to something in our very insular industry.

Unless I am much mistaken, some form of recession looms. Planning to be a success may be the only way through it.

You've been buying...You've been buying...You've been buying...You've been buying...You've been buying...

Viscount chooses Olympian buses

NEW for Peterborough-based Viscount Bus & Coach Co Ltd are three Leyland Olympian double deck buses.

The Cambus Holdings Group subsidiary ordered the Workington-built vehicles with a number of special

features to make travel easier for less able travellers.

Conforming to Diptac specification, the Olympians have high visibility step edges and bell pushes, textured handgrips and tactile message plates.

Illuminated signs advise passengers when the bus is

about to stop, and Vultron electronic destination equipment is fitted on three sides of the 78 seat bodywork.

The latest deliveries bring Viscount's Olympian fleet to 10. Traffic manager David Shadbolt said: 'We are very pleased with the new buses, which will help us to continue

to provide the best possible service to our customers in Peterborough and the surrounding area.'

Pictured is Roger Turner (left), bus area sales manager for VL Bus & Coach (UK) Ltd, handing over the new buses to David Shadbolt (right), Viscount traffic manager.

Mercedes 709D midibuses go on Hoppa route



LONDON Buslines, part of Len Wright's Q-Drive group, has taken delivery of four new Reeve Burgess-bodied Mercedes Benz midibuses for operation on the Fulham Hoppa service.

The route runs from Putney Bridge to Chelsea and has been operated under contract to London Regional Transport since introduction in April 1989.

Replacing smaller Mercedes vehicles, the new buses are 25 seat 709Ds with automatic gearbox and Telma retarders. General manager of London Buslines, David Brown, said: 'The route has been very popular, which is why we have replaced 20 seaters with the bigger Beaver-bodied buses.'

He said the company was very pleased with Mercedes Benz reliability.

The steel framed Beaver bodies have special high visibility features to help people with disabilities.



Vision sees need for first coach

VISION Travel, of Ipswich, has purchased its first coach. The 1982 DAF DKTL Jonckheere Bermuda 12 metre luxury coach was acquired from the Moseley Group and re-coloured by Vision Travel in its attractive kingfisher blue livery with white and grey reliefs.

Managing director Chris Fosker said the company had been operating as a tour company for 18 months. Vehicles are normally hired-in for UK and continental tours from Suffolk and Cambridgeshire.

He said: 'We are very busy up to Christmas, and bookings after that are looking good. We decided to buy our own coach because we are trying to keep it all in-house - I do most of the



driving.'

Popular destinations over the winter period include weekend breaks to Paris, Amsterdam and London.

The mid-engined DAF

features 49 reclining seats, rear sunken toilet, colour monitor/video, and drinks machine. It will be maintained under contract by Marshalls, of Ipswich.

ou've been buying...You've been buying...You've been buying...You've been buying...You've

Fifth Elme Carecoach for Salford

A FIFTH Elme nine metre Carecoach has been supplied to City of Salford Social Service operations department.

The Portuguese body is mounted on Leyland Swift 4.4 metre chassis with Cummins B series turbocharged engine. It is finished in full soft trim. Some of the high back coach seats are mounted on Unwin tracking to provide access for passengers in wheelchairs.

A Henderson Hideaway lift is mounted amid-ships under the body enabling safe loading and unloading of wheelchair passengers through the centre doorway.

Morton Swift, managing director of supplier Avondale International Ltd, told *Coachmart*: 'This type of vehicle has proved very popular with passengers and drivers because it is obviously a coach instead of the usual social service type welfare vehicle.' Avondale sales of Elme-bodied Swifts total 40 during the past 18 months -



11 to Carecoach specification.

The Carecoach also features tinted side windows, full draw curtains, courier seat, three cubic metre rear luggage boot and power door. A supplementary set of high mounted rear lights are provided for added safety.

Prindale picks Volvo again



DAVID Allan, proprietor of Prindale Coaches, has purchased a fourth Volvo coach for the summer season.

The six-year-old 49 seater Plaxton Paramount-bodied vehicle came from Moseley. It is to Excelsior Motorways specification with low driver position and without the Paramount feature window.

Mr Allan had the bodywork repainted by Express Coach Repairs, of Pickering. However, pressure of work prevented prompt application of signwriting.

Ably assisted by his wife Pearl, Mr Allan started the Castleford-based coach operation ten years ago. The latest coach joins one other executive type coach, two 53 seaters and a Mercedes mini.

Until 1988 the business operated from Leeds, then Prindale moved to Castleford as a more suitable base for tours, contracts and private hire.

Lynx in service with Badgerline



BADGERLINE has introduced seven new Leyland Lynx buses in a half million pound investment.

Supplied by VL Bus and Coach (UK) Ltd, the Lynx have been put on services from Wells to Bath, Bristol and Yeovil.

The Badgerline specification includes Cummins engines developed to meet government exhaust emissions limits which come into force in April 1991.

All seven buses feature wide entrance doors, dual height entrance step, non-slip flooring and brightly coloured, easy grip hand rails. Moquette seating and air suspension are added attractions for the travelling public.

To launch the new buses, a reception for press and invited guests was followed by an opportunity for the general public to examine the Lynx and obtain local bus service information.



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In-coach telephones are needed

Readers have their say on children's safety on long distance express coach journeys.

From Roger Heffer

SIR

You will be pleased to know that I have been an avid coach enthusiast for many years and a regular subscriber to your magazine for a similar period. Although not being an operator, I am perhaps a frustrated operator and keep up-to-date with events in your excellent magazine.

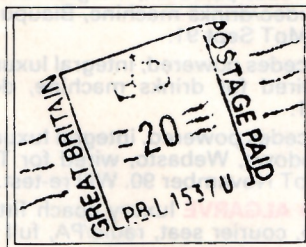
Perhaps another link is that for family reasons my two children have been commuting on National Express Rapide coaches for more than six years now and I feel now is the time to write to you with some degree of confidence on the issue raised in your August 23 issue.

While acknowledging the individual driver's responsibility and concern, it is for the parents to ensure that the travelling children are both delivered to and seen on the coach and also collected from and seen off the coach.

With my children now having some 150 journeys accomplished, at no time have we, as responsible parents, ever failed our children. At all times we have found courtesy and consideration from both drivers and hostesses. In fact it was provision of the latter two representatives of the coach travel industry that highlighted to us the safety and security of using hostess-accompanied travel.

There have been inevitable misfortunes, which the number of journeys concerned are no more than statistically acceptable, and these have ranged from punctures, fuel pump failures, fires etc, but on all occasions the children have been the first consideration. Free teas and Mars bars have often been provided even though the children had money of their own.

Most of the journeys concerned have been from the West Country through to Victoria Coach Station, but other journeys equally have



Send your letters to:
The Editor, Coachmart,
EMAP Response
Publishing Ltd,
Wentworth House
Wentworth Street,
Peterborough PE1 1DS
Or by fax: 0733 62656

The Editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.

been made.

If there is a weak link in the chain it is the absolute dearth of information at each end of the journey when problems arrive en-route. Often information given out on the national news network is unknown to the VCS staff, but the West Country end is marginally better.

Now I have come to one of my hobby horses that I think should be essential on all National Express vehicles which is the provision of an in-coach telephone exclusively for the use of the driver. On occasions when I have travelled with this facility they have been of inestimable value.

The capital investment must be capable of recovery in a short time due to the flexibility offered to drivers and hostesses with the ability to warn succeeding and/or oncoming coaches of incidents which inevitably happen on

motorways.

I feel that one or two drivers may have experienced problems with irresponsible parents and this must not be allowed to condition the fact that the vast majority of unaccompanied children enjoy safe, friendly travel which must in itself be an investment to the entire industry in that they would seek to continue this method of travel when involved with further education or university, and optimistically through the rest of their life.

I much prefer the current layout of your magazine and I anticipate you will continue to provide high standard articles of interest, not only to operators, but also people like myself who are dedicated enthusiasts.

ROGER HEFFER

GRENVILLE

9 CORDREY GARDENS

COULSDON WOODS

COULSDON

Legislation is needed to help children

From Roger Sexton

SIR

I find myself in broad agreement with your editorial on August 23 regarding unaccompanied children as passengers on long distance services. I will confine myself to two observations.

Firstly, many (perhaps most) children travelling on their own are children of divorced or separated parents making 'access' visits to the non-custodial parent. Such children are particularly vulnerable.

The journey is likely to be at an exceptionally busy time (Fridays or holidays); the

child may not want to travel; the estranged parents may not be co-operative when it comes to 'meeting arrangements'.

Secondly, I would support a 'no unaccompanied children under 12' rule. However, this would be difficult to achieve by agreement between operators. Indeed I regret to say that such an agreement might well fall foul of competition law!

Unfortunately, it seems that the matter can only be dealt with by legislation.

ROGER SEXTON
 FACULTY OF LAW, ECONOMICS
 AND SOCIAL SCIENCES
 NOTTINGHAM POLYTECHNIC

Citylink's 'safety policy'

From Paul Standish

SIR

I read with interest the articles in *Coachmart* concerning the carriage of unaccompanied children.

The London office of Scottish Citylink has operated an unofficial policy on this matter for a number of years.

Firstly, we try if possible to discourage anyone trying to send a child unaccompanied on a long journey, telling the parent and/or the agent that it is not fair on the child or on the driver in whose care the child is being given.

If the parent still insists that the child is to travel unaccompanied then we apply the following rules for children under 13 years:

● We refuse travel on

overnight coaches and only allow unaccompanied children to travel on the day Cordon Bleu services where they can be kept an eye on by the steward, and not given the opportunity to get lost on a motorway service area;

● We insist that the child is met at the destination, but just in case they are not, we only allow travel to places where there is a bus station i.e. not to a road-side drop-off point, so that the driver can always hand the child over to an inspector or booking office staff until the parent or another relative collects them;

● Children under nine years are refused travel. Full stop.

Very few people find these conditions unreasonable.

PAUL STANDISH
 LONDON OFFICE
 SCOTTISH CITYLINK



1989 G DSB DUBRAVA 3500 Mercedes powered, integral luxury coach fitted with 49R-sts (provision for fitting toilet), courier seat, Continental door, wired for TV/Video/drinks machine, Blaupunkt 'Blue Spot' radio/PA/cassette, full soft trim. INT: Grey/red. EXT: White/blue reliefs. Low mileage. MoT Sept 91.

1989 F DSB DUBRAVA 3200, Mercedes powered, integral luxury coach fitted with 51MTB R-sts, demountable toilet and Continental door, TV/video, courier seat, wired for drinks machine, double glazed side windows, Webasto. INT: Samba Flame. EXT: White/brown reliefs. MoT June 91.

1989 F DSB DUBRAVA 3200, Mercedes powered, integral luxury coach fitted with 53 seats (48 reclining & fixed 5-way), courier seat, curtains, double glazed side windows, Webasto, wired for TV/video/drinks machine, full soft interior trim. INT: Grey/red. EXT: White, colour coded bumpers. MoT November 90. Will re-test.

1987 D VOLVO B10M CAETANO ALGARVE luxury coach fitted with 51/53 R-sts, rear o/s demountable toilet, Continental door, Sutrak air conditioning, Webasto, courier seat, radio/PA, full soft interior trim, driver's berth, curtains. INT: Brown/orange. EXT: White/blue reliefs. MoT Feb 91.

1985 B NEOPLAN SKYLINER double-deck luxury coach fitted with 77 R-sts, toilet, servery, 2 x TV/video, side window blinds, full soft interior trim, driver's berth. INT: Brown/orange. EXT: White. MoT April 90. (Finance House repossession - offers invited in excess of £45,000).

1984 A MAN SR280 luxury coach fitted with 55 R-sts. Double glazed tinted side windows, courier seat. INT: Brown. EXT: White. MoT June 91.

1982 X LEYLAND TIGER 245 PLAXTON SUPREME V coach fitted with 53 fixed seats, curtains, power door, radio/PA. INT: Red stripe. EXT: White/blue relief. MoT current.

1981 W LEYLAND LEOPARD (Semi-auto) Plaxton Supreme coach fitted with 47 R-sts, courier seat. INT: Brown/orange. EXT: White. MoT November 90. Will re-test.

1979 P PLATES FORD R1114 PLAXTON SUPREME IV luxury coach fitted with 48 R-sts, rear floor mounted toilet, radio/PA. INT: Red. EXT: White. MoT March 91.

1987 E VW LT-50 SPRINTER dual purpose coach fitted with 22 low-back seats, front luggage pen, rear boot, power operated entrance door (Jackknife-type). INT: Red. EXT: Red/Multi. MoT March 91.

1987 E VW LT-50 SPRINTER LUXURY MIDICOACH fitted with 23 Hi-back seats, parcel racks incorporating individual air blowers and reading lights, power operated entrance door, rear luggage boot. INT: Brown. EXT: White/red. MoT October 90.

1986 C IVECO DAILY (PETROL) MELLOR LUXURY MINICOACH fitted with 14 Hi-back seats. INT: Maroon. EXT: White/red. MoT June 91.

1987 D LEYLAND FREIGHTROVER 350D MINICOACH fitted with 16 Hi-back seats, luggage racks, full soft interior trim. INT: Red. EXT: Cream/red. MoT May 91.

1978 BEDFORD PJK PLAXTON SUPREME MIDICOACH fitted with 29 seats, re-trimmed. Radio/PA. INT: Brown. EXT: Cream/red relief.

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DAF

1989 (F) SB 2300 - CAETANO ALGARVE
 Low driver, 49/53 recliners, courier seat, double-glazed, centre sunken demountable toilet, continental door, radio/PA/cassette.

1988 (E) MB 230 VANHOOL ALIZEE
 51 recliners, courier seat, toilet, cont door, double glazed, Telma, radio, drinks machine.

1988 (E) MB 230 - CAETANO ALGARVE
 53 recliners, courier seat, continental door, curtains, radio/PA/cassette.

1986 (C) BOVA FUTURA FHD
 49 recliners (retrimmed), courier seat, centre sunken toilet, continental door, double-glazed, berth, hot water boiler, radio/PA, boxed/wired for video.

1986 (C) SB 2300 - LAG GALAXY
 53 recliners, courier seat, continental door, Webasto, curtains, radio.

1986 (C) BOVA FUTURA FLD
 53 seats, double glazed, courier seats, power door, radio.

1986 (C) MB 200 - SMIT ORION
 53 recliners, power door, curtains, radio.

1984 (A) MB 200 - DUPLER LASER I
 57 seats, power door, side locker.

1983 (Y) BOVA EUROPA II
 46 recliners, rear sunken toilet, continental door, Webasto, boxed/wired for video.

1982 (PP) BOVA EUROPA II
 52 recliners, power door, radio.

VOLVO

1983 (PP) B10M - JONCKHEERE P90
 58 recliners courier seat, toilet, boiler.

1982 (X) B58 - SUPREME IV EXP
 53 seats, power doors.

MERCEDES

1983 (PP) 0303 - JONCKHEERE P50
 49 recliners, centre sunken toilet, continental door, radio, blinds.

1982 (PP) 0303 - JONCKHEERE BERMUDA
 49 recliners, power door, centre toilet, berth, courier seats.

BEDFORD

1987 (E) YMP - PARAMOUNT 3200
 35 seats, power door, tinted windows, courier seat.

1987 (D) YMPs PARAMOUNT 3200
 35 seats, power door, radio.

1987 (D) YNV - CAETANO ALGARVE
 57 seats, power door, side locker.

1986 (C) YNV - PARAMOUNT 3200
 52 seats, toilet, servery, boxed/wired for video, side lockers, power door.

1985 (C) YNV - CAETANO ALGARVE
 53 recliners, continental door, tinted windows, curtains, power door, radio.

LEYLAND/AEC

1987 (D) TIGER 260 - DUPLER 320
 48 recliners, courier seat, toilet, servery, power door, side lockers.

1984 (A) ROYAL TIGER - PARAMOUNT 3500
 49 recliners, power door, centre sunken toilet, berth, continental door, boiler, radio.

1983 (Y) TIGER 245 ZF - PARAMOUNT 3500
 49 recliners, power door, centre sunken toilet, berth, double-glazed.

1983 (Y) TIGER 218 ZF - PARAMOUNT 3200
 57 seats, power door, tinted windows.

1982 (X) LEOPARD ZF - DOMINANT II
 53 seats, Bristol Dome.

MINIBUS

1988 (E) TALBOT - PULLMAN EXPRESS
 22 (moquette) bus seats, power doors.

1987 (D) MAN 8.136 - REEVE BURGESS
 32 seats, power door, radio.

1986 (D) MERCEDES 609D CICELEY
 16 seats, parcel racks, radio.

1986 (C) IVECO 79 14 - CAETANO VIANA GL
 19 seats, power door, tinted windows, curtains, forced air, reading lights.

M.A.N. ● DAF ● DENNIS

Police posed problems

From A Donald

SIR

The stopping of PSV coaches on the 'hard shoulder' on major motorways so the police can carry out mini MOT tests must stop now.

When a PSV driver that has not committed a moving road traffic offence is pulled onto the hard shoulder (with passengers seated on his coach) by Strathclyde Police and, as I said, a mini MOT check is carried out on his coach, it is not in the interest of 'road safety' to pump air out of the system just to find if the 'air warning buzzer' is working.

Nor is it to open the emergency rear exit door to check another buzzer. These force the driver to build up

the air pressure before the coach can move. Must I go on with the rest of the checks?

Is not the hard shoulder only for emergencies? That has been my opinion after 30 years experience driving PSVs and ensuring paramount safety for my passengers.

I complained to the Home Office about this practice and I was informed that my complaint was put to the Association of Chief Police Officers Traffic Committee. They say it is not a practice they would encourage (and so say all of us PSV drivers). They also say coaches should only stop on the hard shoulder in an emergency. For routine vehicle or driver checks they would be stopped at service stations or intersections.

The committee agree with me and have upheld my complaint, but Strathclyde Police's Chief Superintendent of Traffic writes in his recent letter to me (dated August 17, 1990) 'It is not possible to give a categoric assurance that in no circumstances will a road check of this nature ever be carried out.'

Must we all wait until a major PSV disaster happens on the hard shoulder before an assurance is given? Strathclyde Police just won't admit they were wrong.

I would hope *Coachmart* will publish this letter to encourage further views on this major problem.

A DONALD
17 COOK ROAD
BALLOCH
DUNBARTONSHIRE

Where's our trophies?

From Martin Isles

SIR

Could I please appeal through your columns for a return of Showbus Rally trophies?

Over the years odd trophies which should be returned annually have gone astray. If any of your readers have one gathering dust in a corner somewhere, I would be grateful if they would return to the address below in time for the 1990 Woburn event on September 30.

MARTIN ISLES
RALLY ORGANISER
58 ANTON WAY
AYLESBURY

NOSTALGIA CORNER



DURING the Second World War, the Ministry of War Transport allocated new buses to operators in greatest need.

Body and chassis production were restricted, but in 1942 the ministry approved the assembly of a number of Leyland chassis to pre-war specification using existing stocks of parts. Two of these TD7 'unfrozen' chassis were supplied to Lancashire United Transport of Atherton.

Although the mechanical specification was to pre-war standard, the low-bridge Roe 55 seat bodywork was to the strict 'utility' standards then in force.

Roe single deck bodywork was LUT's main choice, but these were its first double deckers supplied by the Leeds factory. Further 'utility' buses were received with a variety of bodywork on Daimler and Guy chassis to cope with an increasing commitment to transporting coal-miners and factory workers. Notable was the increase in traffic to Manchester's Trafford Park.

The second of the 'unfrozen' batch, FTB 746, is seen outside Atherton depot on September 20, 1958. It was withdrawn two years later.

A 'friendly' tip for pupils

From J M Black

SIR

I refer to the article 'Books are well worth examining' in issue 603 of *Coachmart* and would like to add to this.

As a regular reader wishing to obtain a CPC, I responded to the advertisement placed by Friendberry and sent for their manuals and the optional tapes, the latter being well worth the extra, for the home study course.

I went on the one-day revision course before the examination and eventually obtained my certificate. I would recommend either the home study or the course to anyone.

I have no connection with Friendberry whatsoever other than as a satisfied customer.

J M BLACK
BRUNEL
17 PHILIP STREET
FENTON
STOKE-ON-TRENT

Help is wanted from readers

From J R Johnson

SIR

Regarding the terms and conditions for private hire, we are now looking at this very important aspect of operation as we understand several operators enclose booking conditions when a coach is booked whereby the customer signs these conditions upon acceptance of the quotation.

Our main concern, among many others, is baggage/personal belongings etc, and I would therefore be grateful for details of any specimen guidelines that you may have

in the overall field related to terms and conditions.

Finally, I would stress I refer only to private hire and not holiday tours, the latter being covered by individual insurance taken out by respective customers plus the fact we do have our own conditions in line with our specific tour requirements etc.

J R JOHNSON
JOHNSONS (HENLEY) LTD
HENLEY-IN-ARDEN
SOLI HULL

Coachmart will be pleased to hear from anyone with information which may help Mr Johnson.



THERE'S NO EXCUSE!

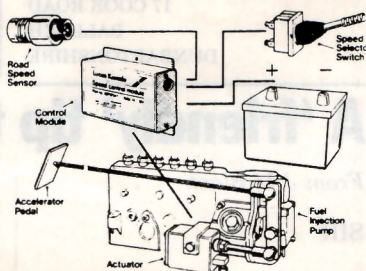
Particularly in view of the fact that Lucas Kienzle are offering an attractively priced kit for all Coaches with mechanical or outdated electronic tachographs. From 10th September 1990 until stocks last a 1318 Automatic Tachograph (with power cable) plus the Speed Limiter Module and Actuator are available at a special price which is over 20% below normal retail prices.*

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SCHEMATIC DIAGRAM



maintenance costs as well.

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If you want to know more about our products or how the law effects your company, then fill in the attached coupon and send it to Lucas Kienzle Instruments Ltd, 36 Gravelly Industrial Park, Birmingham B24 8TA. Or alternatively take advantage of our 24 hour help line on 021 327 7414.

***Additional brackets to suit each application are required - See your local distributor. A Road Speed Sender Unit and cable may also be required.**

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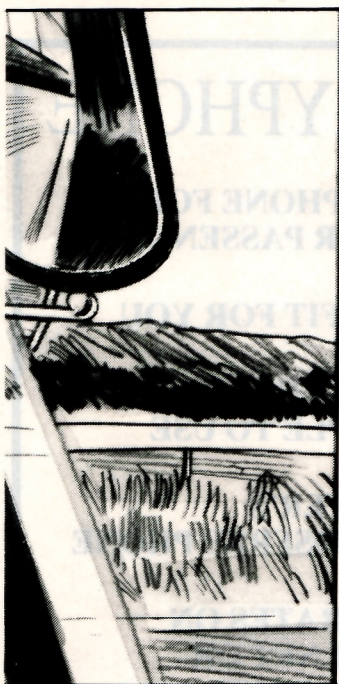
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Cecil's in the fast lane



Cecil Parkinson: in the driving seat.



Coachmart's new diary column

THE Right Honourable Cecil Parkinson MP has been criticised widely for his lack of a transport policy. But *Mealstop* can reveal that he has now got the problem taped.

The Secretary of State for Transport is backing a real winner - a navigation system which directs the motorist away from one traffic jam so he can go by another route, and create another traffic jam.

Exactly how this sophisticated computer system will apply to buses and coaches has not yet been made clear. Presumably, bus passengers can also tap into it so that they can tell which route the bus driver has decided to take that particular morning. A brief sprint up the road, left at the traffic lights and there's your bus...

According to manufacturer General Logistics, Trafficmaster answers the needs of motorists 'starved of really accurate motorway traffic information.'

Dare we suggest that the only traffic information relevant to today's motorist is the number of cars in relation to the size of this tiny island, and the number of chest complaints caused by the fumes from traffic jams.

Still, as past history proves, Mr Parkinson is a great believer in short-term alternative routes, both in transport and in his private life...

● ACCORDING to Christie's 'The marquee shook with unparalleled applause as the hammer finally fell on lot 63...' in Pebble Beach, California.

The reason for this rapture? The oldest bus in the world - a 1903 Gottlieb Daimler bodied by Milnes - had fetched a staggering \$253,000 against its



1903 Gottlieb Daimler: still out in front.

expected sale price of \$65,000.

The chain-driven vehicle was once owned by Tunbridge Wells, Southborough and District Omnibus Company, then passed to Brighton, Hove and Preston Omnibus, the last owner to commercially operate it.

Now, the old girl is living Stateside with her new American owner. It's just a pity that she couldn't spend her retirement, aged 85, back at home among the rolling downlands of the south-east.

● NON-SMOKING 13-year-old Jennifer Briggs is getting a special school bus to pull up near her home so she can avoid her smoking pals.

Today newspaper says she suffered sickness, headaches and a cough because fellow pupils as young as 13 were getting their nicotine fix on the way to Great Marlow Comprehensive School, Bucks. So the education authority has arranged a special service for her.

Mealstop could have saved the authority the trouble. The solution is called 'discipline' and 'parental control.'

This little-known but once popular part of life consisted of adults smacking smoking children in the ear, thus causing the child to associate disobedience with pain.

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Engine, ECW, 74 seats, MoT
June '91.
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Engine, ECW, 74 seats, MoT
March '91, choice of 2.
1972 LEYLAND ATLANTIAN
680 Alexander, 74 seats, MoT
exp., choice of 2.

1983 LEYLAND TIGER 245 Plaxton
Paramount 3500, 49 seats, MoT June
'91.
1983 LEYLAND TIGER 245 Plaxton
Paramount 3200, 49 seats, MoT March
'91.
1982 LEYLAND LEOPARD 680 Plaxton
Supreme, 50 reclining seats, MoT May
'91.
1981 LEYLAND LEOPARD 680 Plaxton
Supreme, 50 reclining seats, new MoT.
1979 VOLVO B58 Duple Dominant, 53
seats, MoT July '91.
1979 VOLVO B58 Van Hool, 53 seats,
MoT June '91.
1979 BEDFORD YMT Duple Dominant,
53 seats, Dec '90.
1977 BRISTOL LHL LEYLAND 101
Engine Plaxton, 53 seats, MoT April '91.
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RESIDENTS WELCOME COACH BAN

Westminster is proposing to ban coaches from 160 of its streets. Resident Verite Baker welcomes the move.

As a Westminster resident, I am delighted with the forthcoming ban on coaches using our streets.

Those who are angry about the ban only have themselves to blame. Perhaps they might like to try to drive down our narrow streets and meet a coach coming the opposite way.

Or sit in one of our squares on a hot Sunday afternoon and find they can't get a bit of peace because of the loud commentary that blares across from the open-topped buses.

Or try to help old residents carry their shopping past coaches loading up with suitcases on the streets, often parked illegally on street corners.

If we phone Victoria Coach Station to say that a coach is loading passengers for France or Spain in the street, we are told it is none of its business.

Perhaps it could take a leaf out of Heathrow's book and install an answering machine to take complaints and make sure that whoever's business it is gets informed.

When these coaches return at the crack of dawn they drop their passengers and their rubbish and then hoot their horns as they leave just in case any of us have managed to sleep through the racket.

London residents are never asked if they welcome tourists.

In case you think we don't care about coaches, 26 percent of us don't own cars, and use the coach services from Victoria Coach Station.

National Express and Greenline see us often, and although we would like an overall standard of cleanliness in all the coaches, and wouldn't mind paying more to get this, we realise we are lucky to have the coaches on our doorstep.

If only they wouldn't practice Le Mans type starts on the hour and thunder through our streets in convoy. Try telephoning anyone on the hour if you live in Ebury Street, and you just have to put



London tourism: is proving a nightmare for residents.



the 'phone down.

We watched the filming of *Upstairs, Downstairs* with fascination, little realising that the popularity of the series now means that coaches from all over Britain and Europe have included Eaton Place in their itinerary, just to see where the Bellamy family 'lived'.



With hearts in our mouths, we watch coaches lurch round from Belgrave Place, just missing the bollards but having to climb the pavement to do so.

Some coaches even have guides standing up so the driver can't see what's coming up from the left. A little boy nearly got hit by one coach last year.

The same thing happens when coaches leave Victoria. Why do so many drivers need someone standing on the front steps of the coach? Isn't this illegal?

Oh, and didn't the law change recently to make it illegal for drivers to guide? We don't like to think that drivers are talking about the Bellamy family when they should be watching the roads.

Another moan is the coach drivers who object when we ask them to move so that we can get to a resident's parking space in Belgrave, Hanover and Grosvenor Squares. One of these days, you'll find those of use with cars parked in the middle of your garage and using the same old English language when you quite rightly ask us to move.

'No-one encourages us to use coaches, they just clog up our roads.'

Each year the London Tourist Board carries out a survey which is written up in the *Evening Standard*, saying that Londoners welcome tourists. Strangely they never seem to ask any residents.

Last year the tourist board ran a conference to tell members what it proposed for London into the 21st Century. We phoned to ask if it would like the views of residents, and were told that if we wanted to know what was planned for our home town we could pay to attend. Thanks very much.

We would welcome coach companies to our residents association meetings. We



also make a charge but it's only £10 per annum for postage and admin costs - and the Goring Hotel hosts a marvellous annual meeting each winter where we invite the Police, and anyone else whom we think can help us and with whom we would like to work, to ensure that the area stays an attractive one in which to live.

We realise that 40 people can fit happily into a coach leaving much more road space and unpolluted air for everyone.

But when we see coaches travelling around in a haze of smoke, we wonder why your industry doesn't tell companies to clean up their act to encourage passengers.

No-one encourages us to use coaches. Instead we have them clogging up our roads and since they no longer need a licence, we find that the Police can't stop coaches dropping off illegally.

We admire your drivers' skill, but are terrified when a coach swooshes past, displacing a lot of air in a crowded street, even though the driver may be perfectly safe.

It's costing us £64,000 to put up 'coach ban' signs, and Bayswater residents will have to pay £46,000. But we think it's worth it.

And now that we have managed to take the first step, we are finding a

tremendous amount of interest from friends living in other boroughs, so before there are further bans on coaches on all except the main roads in London, wouldn't it be better to find out what we want?

The arguments given us that we need tourists to keep restaurants, theatres and hotels full doesn't wash with us. You wouldn't catch most of us in the average tourist micro-waved restaurant. And before the tourist boom, we only had to wait a month at the most before we saw the latest hit show - not the six months we have to wait now.

The GLC sensibly insisted on coach parking spaces being allocated in all new hotel developments, but we hear that the hotel at Hyde Park Corner is going to use up space in Grosvenor Crescent. That means less for us.

If you have read this far, thank you for allowing me to sound off. So please can the coaching industry try to work with residents to minimise problems? After all, it costs us a lot of money to buy and keep up the beautiful Thomas Cubbit houses you want your passengers to see.

You have to pay to take your groups to a stately home, so why shouldn't you pay to

make use of our area if you run tourist coaches?

There is a statement in the report of the Planning and Transportation Committee of the City of Westminster saying that 'a further report be presented to the committee setting out the effects of the bans and whether they may be appropriate to other parts of Westminster.'

Originally the ban was only going to be in Belgravia and Bayswater, but at the same time the consultations were being undertaken a number of representations were received from residents in the Montagu and Bryanston Square areas. The ban boundary was then extended to Gloucester Place.

From October, your drivers will see 'no coach' signs at the entrance to all banned streets. And traffic measures state that no coach/bus which carries 12 persons or more shall enter or proceed along any prescribed street, except to pick up and set down passengers, or gain access to garaging, or operate a local bus service.

Westminster Council has said that: 'large coaches are too cumbersome to use residential streets, and can cause damage, nuisance and unpleasantness through noise, exhaust emissions and vibration. Reducing their movement by introduction of the area coach ban will help to improve the environment of the proposed areas.'

And so say all of us.

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MERCEDES 609 D AUTOMATIC SWB, 20 seater, high spec, on tracking, red exterior, red interior, Crystal conversion, coach rear end. **£23,950.**

FORD TRANSIT DIESEL, 16 seater, low back moquette seats, radio/cassette, saloon heater, quad-vents. **£15,950.**

CITROEN 25, diesel, 12 moquette seats, soft trim, radio. **£9,950**

IVECO, Derv, 21 seats, high spec, Crystal conversion. **£24,995**

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FORD SCORPIO, D reg, 4 door saloon, 1986. 1 year MoT, metallic grey, petrol, full body kit plus colour coding. **£7,300**

TALBOT EXPRESS, Derv, 14 seater, white/brown with Autumn interior. 1st reg 30/9/87. Annual November '90. **£8,450.**

MERCS 709, 1987, 26 moquette seats, boot, diesel, annual 1 year. **£17,950.**

FORD TRANSIT, 16 seater diesel, O/D, high back moquette seats, tach. 1st reg 1/11/84. Annual April '91. **£6,950**

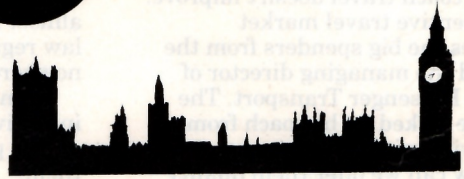
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MINISTER'S PARKING PLEDGE



Minister for Public Transport Roger Freeman has been touring London's traffic black-spots. Mark Williams reveals what he discovered.

MINISTER for Public Transport Roger Freeman MP last week promised action over London coach parking following his fact-finding tour of the capital.

Mr Freeman saw first-hand the horrors operators face within the city when he took a round trip of Westminster in a coach organised by the Bus and Coach Council.

Afterwards, he promised an October 16 meeting with everyone involved in coach tourism in London - including borough council representatives.

'I will try to get them all together in October. There will be a plethora of interested players in the game,' said Mr Freeman.

'I am under no illusion. The solution to this problem will cost money.'

Mr Freeman sat aboard an Armchair Passenger Transport Plaxton Tiger for two hours listening to the complaints of the BCC, member coach operators, and a tourist guide while taking notes.

He toured the major sightseeing areas of London - including The Mall - and left the coach briefly at Vauxhall Coach Park after a bumpy ride across its pitted and potholed surface. The park, he was told, is among others due to close bringing the number of long-term London coach parking bays from 800 down to 440.

At journey's end at the meter coach parking at Marsham Street, he told journalists and operators: 'I have listed 21 problem areas during this trip.'

'I am a resident of London and I'm often tempted to think 'why should we have all these tourists?' A moment's thought is all that's required to understand that this is an important and legitimate industry.

'We must work to make a pleasant environment for tourists and get their continued goodwill.'

He recognised there were problems with parking and with the long-term future of London's coaching, including Victoria Coach Station.

'Victoria Coach Station is already



Minister for Public Transport Roger Freeman (left foreground) with BCC President Alan Westwell: London's environment must be more attractive to tourists.

stretched,' he said. 'The thought of the very elderly struggling across London with a suitcase fills me with horror. If we

are going to move Victoria Coach Station, we have got to move the whole lot. Satellite stations are not the solution.'

Tourist traps are 'horrific'

ARMCHAIR tour guide Sally Goodman described the scene at many of London's tourist attractions as 'horrific' during peak times.

She told Roger Freeman MP that coaches were being forced on to a merry-go-round circuit of the already congested city streets because of short-sighted planning of coach pick-up and set-down points.

'At times, there are 100 coaches all trying to pick up groups at the same time. If the group isn't available, they are sent round the houses by traffic wardens on a trip that can take half an hour,' she pointed out.

She said the short-term parking available was inadequate. There were no viable restaurants and no toilet facilities for either drivers or customers. During tours of, for instance, Westminster Abbey, the 1.5 hours the tour takes leaves no time for a driver's statutory break because there are so few parking spots available nearby.

'It has become a tradition to allow photostops on Westminster Bridge,' she

said. 'Coaches want to pull up for five minutes for passengers to enjoy the beautiful view. It is one of the main attractions.'

'Yet there is no official short-term parking here, and the general approach seems to be 'if you see a traffic warden, don't stop'.'

She praised Hyde Park's pay and display parking, which gives receipts, but said there is no insistence by planners that hotels trying to attract groups provide set-down or pick-up points... though taxis are given a free hand.

Her own guided groups at the Changing of the Guard had proved an 'absolute nightmare,' she said: 'I have to have the group waiting for the coach because it cannot stop for even five minutes. I then have to spot the coach coming from far off to get everyone organised.'

'The other day, I was ordered to take the group on to a traffic island to wait. It could have been dangerous. And if the coach is one minute early, it has to set off and go round again.'

Tourists may boycott London

FORMER Bus and Coach Council president Simon Newman warned Minister for Public Transport Roger Freeman that American and Japanese tourists may be the first to stop coming to London if coach travel doesn't improve.

'The incentive travel market encourages the big spenders from the USA,' said the managing director of Armchair Passenger Transport. The groups are picked up by coach from airports with minimal fuss.

'But how can we offer them quality coaching if hotels provide no set-down facility? How on earth can we pick them up again if the coach cannot wait outside of the hotels?'

Mr Newman went on to say that new attractions too were not required to provide coach set-down bays: 'I find it amazing that major leisure centres are allowed to be built without any thought.

'They are looking for group business, but no council has thought how those groups are going to get there and back.'

At the end of Mr Freeman's tour, Simon Newman said London was way behind



other European cities.

'We have very few facilities for coaches in London. Yet in other major European cities they have free, designated parking for coaches,' he told Mr Freeman.

'It is getting to the point where there is almost no point in the police enforcing the law regarding coach parking. There is nowhere for coaches to park.

'We need a central government initiative. I urge the minister to look at all the points we have made and act on them.'

FACT FILE

THE importance of London's tourism trade is underlined by a fact sheet issued by the BCC. Among points made by the BCC are:

- Tourism earned £4.6 billion in London in 1989.
- This figure is expected to reach £5 million during 1990.
- Half of all of London's tourists take at least one bus or coach trip between attractions and venues.
- Overseas tourist coach operators are dropping London from their programmes: too much hassle, too little parking are the reasons.

Coach and bus survey out soon

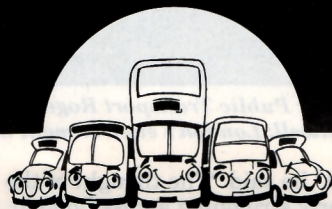
DEPARTMENT of Transport assistant secretary Peter Butler told operators that a two-year survey of coach and bus traffic in London may be published before the planned meeting in October.

The report - instigated by the Transport Road Research Laboratory but passed to the DTp - was completed by the University College of London in October last year. According to Mr Butler, it was passed back to the authors to iron out 'problems.'

He said work on it had been further slowed by the DTp's commitment to the Red Route scheme proposed by the Government, but that he hoped the revised version would be available before Roger Freeman meets London operators and other coaching interests on October 16.

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1985 SCANIA K112 JONCKHEERE P50, 49 recliners, o/s sunken toilet, o/s centre continental door, driver's bunk, tinted windows, rollo blinds, MoT 1991. Stock No. M102 **£46,500**

1984 SCANIA K112 JONCKHEERE P50, 49/51/53 recliners, o/s sunken toilet, o/s centre continental door, driver's bunk, tinted windows, rollo blinds, MoT 1991. Choice of three. Stock Nos. M104, M105 & M106. **£41,500**

1983 DAF MB200 DKFL PLAXTON 3200 EXPRESS, 53 seats, ZF automatic gearbox, PA, MoT 30/3/91. Choice of 4. Stock No. M006 **£33,000**

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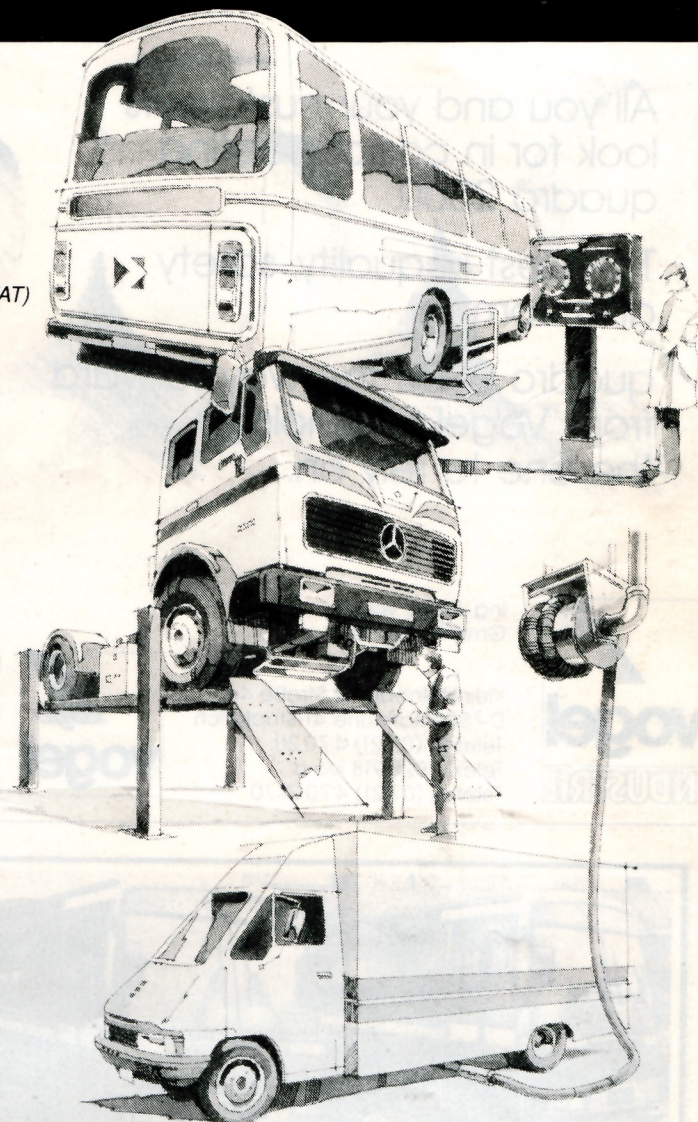
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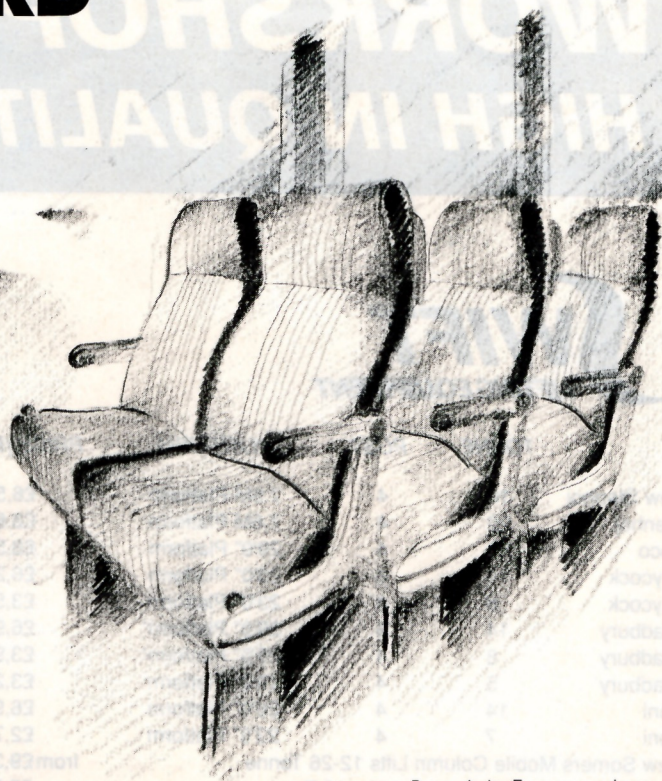
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The EOS: a worthy successor to the Panoramic and a better performer.

NEW DAWN FOR LAG

The new LAG Eos is winning the hearts and minds of passengers, drivers and operators despite a few teething problems. Rod Davey takes the machine around the standard two-day test route and finds it performs as well as it looks.

LAG's Panoramic replacement, not only burns less fuel than its predecessor, it's quicker.

When the Belgium LAG Bree board finally put together the successor to for the Panoramic, it named it after the Greek God of Dawn.

And when it dreamed up the marketing slogan 'the dawning of a new era', it meant for the coach - which was intended to take up the vanguard of the top end of the market.

It wasn't referring to the future takeover by bodybuilder Van Hool. However, the new owner is well enough known in the UK bus and coach industry to be already accredited with a quality product.

Now the last new Panoramics have been sold, it is as good a time as ever to compare the new with the old and *Coachmart* was keen to give the vehicle a spin around our standard two-day test route. Having tested the Panoramic earlier this year (*Coachmart* 577, March 1), and driven the coach on continental tours both to the Rhine Valley and

Bruges in Belgium, I felt qualified to make comparisons.

Build

Differences from the outside are obvious, with the main point being a more futuristic, but dateless, body design. Both are integrally constructed, but the Eos has a higher line than the

Panoramic, with a maximum height of 3.75 compared to 3.55 metres. This difference is accentuated with a more visible horizontal split between the upper and lower windscreens using GRP moulding.

Its whole appearance gives the impression that here is a coach with the client firmly in mind.

As far as construction is concerned, the frame is similarly made from mild steel box section which is jig-formed and hand-welded. Again, the whole structure is treated heavily against corrosion and insulated with 35 mm polyurethane wool.

Side panels are made from one-piece Zincor steel, but here is the first micro design change. The formed aluminium side lockers have sensible pantographic doors, increasing the options for loading and unloading luggage in tight spots into the machine's capacious lockers with nearly 12 cubic metres of usable luggage space between the axles. Luggage space on the Panoramic was 8.3 cubic metres.

COSTS

Price	£125,000 ex-VAT
Replacement Costs	
Upper windscreen	£1,051.83
Lower windscreen	£1,065.41
Standard side window	£758.00
DE headlight	£104.74
Halogen headlight	£23.90
Rear light array (each)	£110.17
Exchange engine	£7,500.00
Clutch	£1,311.93
Front brake linings (4 pads)	£150.00
Rear brake linings	£150.00

◀ Pantographic opening is also featured on the boot door for routine access to the DAF DKX ATi turbocharged and intercooled 354 bhp engine - with much more wellie than the 290 bhp-rated DKV on the Panoramic. Front and rear body sections are again GRP, as are the wheelarches.

Side windows, made of grey-tinted double-glazed Thermopane, have a unique locating system. It uses the same method as domestic double-glazing and LAG claims it only takes half an hour to replace. The test vehicle specification included full-draw curtains. Laminated front screens are rubber periphery glazed and both feature attractive heavy duty radial-arm wipers.

Finished as usual to LAG's high standards, the £125,000 price tag includes a two-colour paint scheme in two-pack acrylic.

An extremely good-looking exterior is complemented by the front, which features powerful but unobtrusive exterior lights. Two DE (dynamic energy) and two halogen headlamps, with halogen fog lamps are backed up with reversing and fog lights at the rear. The vehicle also has marker lights both at the front and back.

An unusual feature at the front is a drop-down bumper for access to the vehicle's spare wheel, which is mounted under the driver position. Other features include towing eyes to the front and rear, stainless steel wheel discs, lockable fuel and side lockers, anti-spray wheelarches, four mudflaps and two electrically-heated rear view mirrors.

Although the side panels are one-piece, much of the vehicle's height is taken up with the locker doors, so any accident damage would be comparatively easy to rectify, given these are manufactured from sheet aluminium. Likewise, GRP at

the front end and rear make in-house repairs fairly easy.

Passenger comfort

Clients enter through a 830 mm-wide Bode air-operated entrance door which features a double-glazed sliding window. Unfortunately, the window is too low to be used as a peage - and the door opens outwards and forward, providing a formidable obstruction to easy loading. During the test I bumped into it several times, so customers beware.

These two aspects of design mean it is virtually impossible to deal efficiently with continental road toll gates. But LAG says it is looking into this area, and I have no doubt the Belgian manufacturer will come up with a suitable solution.

The centre offside continental door is also a Bode, but is narrower at 810 mm. The rear offside emergency door is quite wide, although partially obstructed by the rear seats, at 840 mm.

There are no foot inserts in the bodywork so if it had to be used in a real emergency a parachute might be a good idea on this high line body.

The driver's cab door, one of the test vehicle's many extra features, is at 810 mm, the same width as the main passenger door.

The saloon floor is flat apart from a dropped ramp for the first few seat rows. It looks as if it would be easy to clean out - as does the centre toilet, with a drain plug in the floor.

As well as Taraflex grey carpet to the seats, steps and driver's area, the Eos is fitted with heavy duty Polyrib carpet to the 410 mm-wide aisleway. Creating a nice, luxurious 'holiday feel', the walls and roof are trimmed in moquette to match the 53 Vogel recliners - which are complete with headrests, armrests, ashtrays, glove nets and antimacassars.

Minimum legroom is around 230 mm at this configuration which, at 5 ft 8 in, I found quite comfortable.

Its pleasant passenger environment is further enhanced with an additional plus feature - you actually have room for parcels in the parcel racks. Given they also act as a conduit for the individual blowers and reading lights, they truly deserve a big design plus point.

Passenger plus-points are continued with aids for access, including large diameter handrails optimally placed at the entrance steps, continental door and inside aisle steps. Operators have criticised the centre door configuration for a steep step inside the toilet - and LAG has responded by removing it, although there is a slight trade-off with the centre step layout.

LAG deserves full marks for finding a solution to the adverse comments so quickly.

The centre sunken toilet compartment features an Electramagic recirculating electrically operated system. Within it there is cold running water fed by a floor operated pump to a good sized hand

basin.

Other fitments include a coat hook, toilet roll holder, towel holder and an Apura soap dispenser. Handy for soiled paper towels, there is a chute connecting with the main rubbish chute from the saloon. It is quite roomy, but passengers will have to watch the headroom when getting out.

Drinks machines to the customer's requirements may be fitted on the toilet top. Catering equipment actually fitted to the test vehicle was at the front of the coach. Mounted to the courier courtesy screen was a Frenzel three-tray fridge with a capacity for between 90 and 100 cans.

There is additional storage for cans if the driver's bunk is not being used, with handy access for the courier as it is located forward of the front axle.

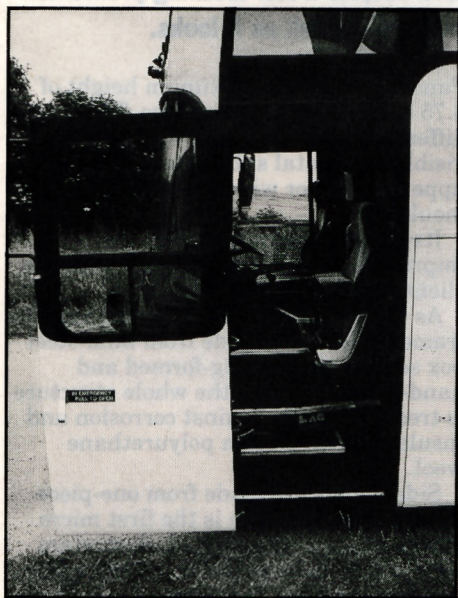
Access to the vehicle's batteries is through a hatch underneath the bunk mattress, and may be reached from the outside via the locker door.

Apart from excellent passenger views, due to the split front screen and vehicle height, the test vehicle had excellent on-coach entertainment facilities. A Blaupunkt video machine is sensibly located in the courier's fascia locker, linked to two monitors at the front and centre.

Audio equipment is to an equally high standard - the vehicle is fitted with a Blaupunkt Oslo radio/PA/cassette complete with a station search facility. It is linked to a driver's microphone and a courier one with wanderlead in the centre of the fascia.

Driving

Coupled with an adjustable steering wheel, the driver's suspended



Although its entrance steps are well-designed, the outward and forward opening of the power doors could cause problems - and the peage is at the wrong height.

Specification

LAG Eos integral 53-seater coach

Engine:	DAF DKX ATi rear mounted vertical in-line turbocharged and intercooled
Power:	354 bhp (260kW) @ 2,200 rpm
Torque:	970 lbf ft (1,315Nm) @ 1,250 rpm
Capacity:	11.6 litres
Gearbox:	ZF 7S 7-speed synchromesh gearbox.
Clutch:	Fitchel & Sachs single dry plate; diameter 420 mm; operation air-assisted hydraulic
Steering:	ZF power-assisted with adjustable steering column
Brakes:	Front discs; rear drum
Retarder:	ZF hydraulic integral with six-stage hand control
Suspension:	Full air system with ferry lift
Axles:	Front 6,500kg max load Rear ZF A 130 S9, max load 11,500kg
Speed limiter:	Lucas 'Groenveld'
Tyres:	Michelin 295/80 x 11R 22.5 x ZA

Isringhausen seat was extremely comfortable and was fitted with a head restraint.

Although the driver's door is undoubtedly a plus, preventing the driver breaking his neck using the high rear exit when parking up for the night, it has resulted in an awkward handbrake position. It is positioned well back on the left hand side, but other controls are generally well placed.

Although the fascia is laid out symmetrically, I did not like the way it's finished. It is commendably designed to be flush, and appears easy to wipe clean, although it doesn't quite make it because of the way it is edged.

Instrumentation is well laid out and easily seen from the driver's position.

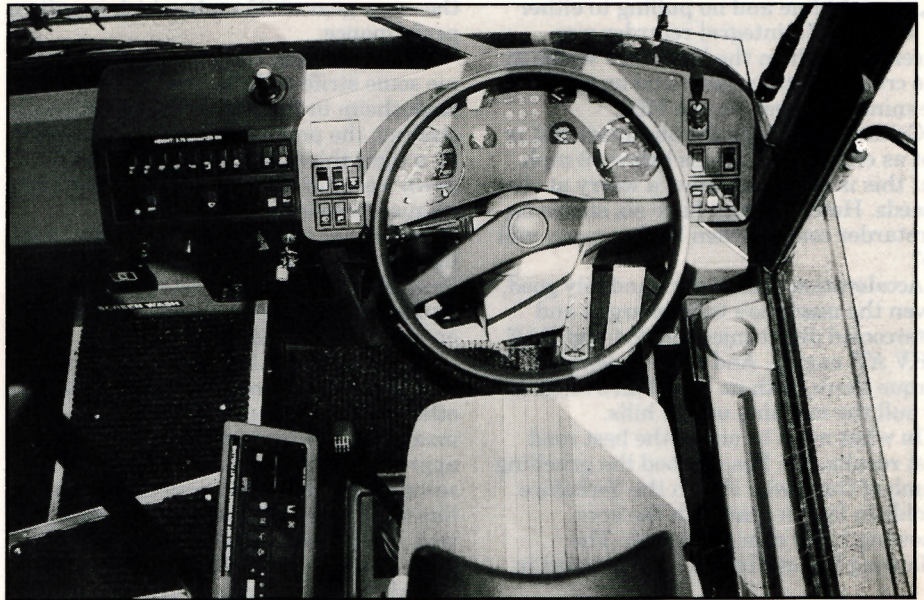
All in all it's quite a complex cab environment. Necessarily so given the ammount of goodies packed into the vehicle's specification. Even so, standard stem functions have been simply compressed into a single stem on the left hand side of the steering column.

And under the main fascia are separate heater and ventilation controls for the driver and courier areas, together with Blaupunkt audio/video controls, ignition and cigarette lighter.

Foot controls were all well-positioned and easy to use. Visibility from the driver's seat was also generally good, although the low driving position meant that the courier's aid may often be needed when negotiating sharp junctions or any manoeuvre requiring a good nearside view. Fortunately, throughout the two day test I had LAG salesman Malcolm Watkins both as courier and support driver.

Another criticism concerned the driver's sun protection, which, like the courier side, is a half-windscreen roller blind. Unfortunately, the driver has to park the machine up before he can legally operate it - otherwise it's possible you may spot an Eos driver doing 70 mph down the M1 while standing up.

However, I was told LAG is now



Cab layout is a definite improvement on the Panoramic, although the driver's door means the handbrake is awkwardly placed on the left.

considering fitting an electric control to future models.

Despite such observations, the Eos is generally a vast improvement on the Panoramic regarding driver comfort. The new adjustable steering wheel means the all-important rev counter on a rear-engined coach need never be obscured - and LAG appears to have improved the colour-coding too. In combination with this new adjustment, a head restraint means there's no pain in the neck.

Another improvement on the Panoramic relates to the location of the six-stage hand control for the ZF integral retarder, which is nicely clear of the steering wheel on the right hand side. The Panoramic's Telma Focal F190 control was on the left in a crowded area

of the fascia - its proximity to the steering wheel meant it could easily be switched on accidentally.

Performance

I have often referred to a spongy ride when unloaded, but air-suspension is often set for the passenger load.

Apart from the occasional in-service road test, most tests are unloaded. So when I say the Eos ride appeared a little bouncy, please bear this in mind. However, although longitudinal pitch was apparent, there was little roll, even when cornering at speed.

When cornering, the vehicle's ZF power-assisted steering gear was both firm and positive. Perhaps a little bit on the light side for good 'road feel' - but there was no road vibration which was good for comfort.

Braking was very responsive - with the vehicle slowing down in a nice

Performance:

Acceleration:

0-30 mph	12 seconds
0-40 mph	18 seconds
0-50 mph	24 seconds
0-60 mph	32 seconds
0-70 mph	39 seconds

In top gear -

30-50 mph	32 seconds
50-70 mph	25 seconds

RPM @ speeds in top gear -

30 mph	700 rpm
40 mph	900 rpm
50 mph	1,200 rpm
60 mph	1,500 rpm
70 mph	1,800 rpm

Fuel Economy:

Route: Standard two-day Coachmart test route.

Note: Odometer jammed after trunk road section therefore distances quoted (in brackets) are approximate and based on previous tests over the standard route. Distance for cross country section is same as Carrosserie Lorraine test with same overnight stop in Skipton. Motorway section distance is same as MAN 10.180/Jonckheere Deauville with 11 miles added for distance between Brackmills and Finedon.

Fill at	Fuel Used ltrs/gals	Odometer reading	Distance km/miles	MPG
Trunk Road Section				
Finedon to Bramham	49.91/10.98	471.6 650.3	178.7/111.04	10.12
Cross Country Section				
Bramham to M61 Kenning	0.8/17.59	-	(258.1)/(160.38)	9.12
Motorway Section				
M61 Kenning to Finedon	66.0/14.51	-	(317.0)/(197.00)	13.58
AVERAGE	195.91/43.08	-	(753.8)/(468.42)	10.87

► straight line and no pulling to either side. Its ZF integral retarder was excellent, both on the Yorkshire Wolds in the cross country section and on the Pennine gradients on the M62.

Criticisms include the observation it is not as effective at speeds below 30 mph, but this is not too much of a worry at slow speeds. However, why have six stages on a retarder control when half as many will do?

Acceleration was understandably good, given the machine's turbocharged and intercooled direct-injection 354 bhp DAF DKV ATi engine. And there's plenty of torque there, with no less than 970 lbf ft, to pull the machine up the hills.

In what must be one of the best road test results, the Eos climbed the gruelling climb of Garrowby Hill in the Yorkshire Wolds in fourth gear with the revs showing 1,900 rpm at 30 mph. The following hill at Fimber was achieved in

the same gear at 35 mph, which is quite a performance.

By comparison, the Panoramic caused me some strife on hills, particularly near Rudesheim in the Rhine Valley. Although stalling, the problem was initially caused by a tight third gear, having to change down was due to a rapid fall in revs. I had no such problems with the Eos.

Power was plentiful, as the acceleration figures show. Up to the PSV maximum limit the machine was tested on the flat plains of York, higher speeds were tested on motorway sections.

Although in the lower range, acceleration was roughly comparable with other coach marques (see table), the maximum limit was reached in approximately 39 seconds, a full 10 seconds less than the Panoramic. And like the Panoramic the machine picks up well in top gear, reaching the maximum from 30 mph in less than a minute.

Such high performance not only excels *Coachmart's* figures for the Panoramic's acceleration test - but it is better for the more important item of fuel economy.

For a quick comparison, overall figures for the Eos, with an unladen weight of 12,340 kg, were 10.87 mpg, whereas the Panoramic only achieved 9.08 mpg with a lighter weight of 11,900 kg.

The Eos beats the Panoramic in most test sections. On trunk roads the Panoramic did 7.82 mpg, whereas the Eos worked out at 10.12 mpg. Cross country the Eos did not match the Panoramic figure of 9.62 mpg, but was not far off at 9.12. On the motorway, LAG's latest baby

excelled, with a magnificent 13.85 mpg totally drubbing the Panoramic's 10.14.

However, I must add distances, as the table shows, were estimated from previous test distances due to an odometer fault. But I am confident such distances are within a few miles. Certainly, the comparative margin between the two LAG marques shows fuel consumption has been improved both positively and absolutely.

Verdict

Not a cheap machine at £125,000 ex-VAT, but it is not competing with the more down-market marques. The LAG Eos is designed for special clients and special work, especially up-market continental touring.

Although there have been some teething problems following its launch (see operators' views panel), all have been happy with the way LAG's back-up service has dealt with them. I am sure such problems will rapidly fade into the distance as the Eos establishes itself on the British market.

More positively, the Eos is definitely a big improvement on the Panoramic, with most of my criticisms regarding cab design and driveability attended to.

It is also a better performer, with better fuel consumption thrown in for good measure.

If you're already into the high class touring market, or just thinking about it, give LAG UK managing director Vernon Edwards a ring.

Operators' Views:

'A beautiful vehicle which is ahead of its time - loved by passengers and most of our drivers,' said Ted Andrews, operations assistant with Essex-based **Supreme**, now running four.

But there have been teething problems with the new marque. 'We have been unable to switch off the heating on the AAC system, with the heating coming through the ducting and overcoming the forced air ventilation. Electrical gauges are not working properly. There's lots of silly little problems on all four, but nothing that can't be sorted out,' he said.

John Jones, proprietor of **Stratos Holidays** based at Newtown in Powys, said: 'I am very pleased. There have been minor problems, such as the setting of the continental door requiring adjustment so it would close properly. In fact we've been running the vehicle non-stop and are getting 10.3 mpg. The air-conditioning is working perfectly.'

'It's just returned from Italy, and according to passengers' comments on our forms they're over the moon with the vehicle. We sold a Duple 425, which had ventilation problems, to buy the Eos.'

Running two Eos coaches, **Clevedon Motorways** has experienced 10 days downtime with vehicles at Wellingborough. But proprietor Richard Langson said he was otherwise happy, with fuel economy at around 11 mpg running at 110 km/hr on the European mainland. 'Half the faults were electrical, including problems with the fascia gauges and air conditioning. The other half were body faults, with slow operation of the passenger doors.'

'A few teething problems - but nothing unexpected with a new model,' said Eddie Twiddle, transport manager with County Durham-based **Stirk Travel**. 'LAG back-up is excellent and nothing is too much trouble for them,' he added.

Problems have included a leaking windscreen, ill-fitting continental door and punctures on the inner rear wheels due to the use of brass valves - all now attended to by LAG. Achieving 10-13 mpg, Stirk's Eos has been driven for 60,000 miles - and has been to Sorrento, Germany and three times to Spain.

AT A GLANCE

Ride Quality - Minimal roll but a little pitch. Slightly on the spongy side - but can be adjusted.

Excellent Isringhausen hydraulic seat ironed out the bumps for the driver. Adequate room for passengers of average frame - 53 seat configuration, with foot rests, arranged optimally.

Steering - Firm and positive - adjustable for optimal driver comfort. A little bit light for good road feel, on the other hand there was no road vibration.

Braking - Very responsive, in a straight line with no pulling to neither side. ZF integral retarder worked well, apart from speeds lower than 30 mph, on both Yorkshire Wolds and Trans-Pennine road on cross country section. But are six stages really necessary on retarder?

Noise - Quiet rear engine, so driving to rev counter is essential. Definitely not excessive for a 354 bhp unit.

Luggage - There is 11.9 cubic metres of luggage space between the axles through large pantograph locker doors. Ski lockers are located over rear axles on both sides. If specified without continental door and steps, luggage capacity is increased to 13.8 cubic metres. Luggage area is heated to saloon temperature and pressurised to prevent water ingress. All lockers have lights when main vehicle lights are on.

Security - All doors are lockable, but there is only one way in - through the driver's door, which locks from the outside, on the offside. Blaupunkt video player in courier locker can be easily removed on overnights. Additionally, Blaupunkt TV monitors are mounted on a click-release mechanism and may also be removed for overnight security.

Heating - LAG AAC (active air control) with four floor heaters which are electronically controlled. Ventilation by air jet with airflow-control. AAC is automatic, but there is a manual over ride on left hand driver's panel in case the system breaks down. Hot/cold setting is only control in normal use. Webasto pre-heater with electronic timer.

Ventilation - Two fresh air filters, two roof extractors and two roof hatches. Front screen top and bottom demist. Front heating for driver and courier with ventilation.

Lighting - Saloon lighting with dim facility (green) strip light either side of roof centre panel. Automatic step lights. Personal lights for driver and courier. Individual reading lights and blowers fitted to overhead racks.

Handrails and guards - Large diameter handrails optimally placed at entrance steps and inside aisle steps. Also good handrails to continental door. Original launch design has been improved with centre-step configuration altered at the lower floor level - there is now no awkward step inside toilet. Grab handles on all aisle seats.

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F (89) FORD TRANSIT DIESEL 15 seater minibus, low recorded mileage, only 26,000, cloth trim, 5 speed box, absolutely mint condition, fantastic opportunity to lease or buy at£9,995



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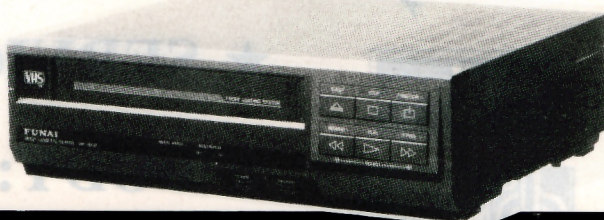
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Weekly report on law and the coach operator By Michael Jewell

Commissioner warns company over maintenance problems



A SCOTTISH company has been given a formal warning over the maintenance of its vehicles and warned that further problems would have a serious affect on its licence and drivers' jobs.

A disciplinary hearing heard that one of its vehicles was given an immediate prohibition notice for three defects during an inspection which revealed that five out of ten wheelnuts on a front wheel were loose.

Scottish traffic commissioner Keith Waterworth said it appeared problems had arisen at Wm Stewart (Motors) Ltd, of Dalkeith, because the company's operations had gained the 'whip hand' over the maintenance of its vehicles.

But Mr Waterworth decided to take no action against the company's 10 vehicle PSV operator's licence.

Mr George Syderserff, Edinburgh operations manager of the DTp's vehicle inspectorate, said the company's licence had been renewed in 1988, despite the issue of two immediate prohibitions during a maintenance investigation in June of that year.

A vehicle inspection revealed 11 defects - eight dangerous.

In November 1989 a vehicle was given an immediate prohibition endorsed 'neglect' for 11 defects, eight of which were immediately dangerous.

The records indicated that the vehicle had been inspected by the company nine days previously and none of the defects had been noted. In February another vehicle was given an immediate prohibition marked 'neglect.'

That vehicle had last been inspected six weeks previously, though the declared interval between inspections was four weeks.

On August 21, a vehicle was given an immediate prohibition for three defects, endorsed 'neglect.' It was then that five out of the ten wheelnuts on the nearside front wheel were found to be loose.

It would appear the company's maintenance was not up to the required standard and that the driver defect reporting system was not being enforced, said Mr Syderserff.

Since 1986, 22 prohibition notices had been imposed on the company's vehicles and it had been sent a warning letter in March 1987.

Questioned by Miss June Ralston for the company, Mr Syderserff said some of the defects should have been obvious to the drivers.

He agreed the company had adequate workshop facilities and he accepted that the repairs carried out after the issue of the prohibitions had been satisfactory.

He said what was worrying,

was not so much the number of prohibitions as their content, and the fact that the majority of the ones endorsed 'neglect' had occurred recently.

After Miss Ralston pointed out that eight of the company's 12 vehicles had passed their annual tests the first time, Mr Syderserff said that was not an exceptional record for annual testing.

He suggested that perhaps the operational aspects were taking precedence over maintenance, and Mr Waterworth commented that operations should be around the maintenance and not the other way round.

The company's senior mechanic, Mr Charles Freeland said that when he joined Stewart's two to three months ago from Eastern Scottish he had found two or three faults on the buses that ought not to have been there.

He had discussed with management a system whereby the drivers checked the buses each morning and signed them off, and he was currently working on a draft checklist for the drivers.

The age of the vehicles created more servicing problems than would be the case with a more modern fleet.

In reply to Mr Waterworth, Mr Freeland said he was in charge of the inspections and it was his responsibility to decide whether a vehicle should go on to the road or not.

Mr Waterworth said the company needed to write to its drivers, pointing out a failure to properly implement the defect reporting system could put the future of the company in question.

It had to be made clear to drivers that defect reporting was not just another administrative burden.

Managing director Mr Robert Stewart said changes in staff had led to problems. In addition to Mr Freeland, there was another skilled mechanic and an apprentice, and if necessary, assistance was available from staff

employed on the repair side of the business.

He proposed giving Mr Freeland a written contract of employment, setting out what his responsibilities were and where they ended. There was a greater degree of communication since Mr Freeland joined the company, and he discussed the maintenance situation with him every morning.

It would be made part of the drivers' conditions of employment to hand in daily defect reports. Their responsibilities would be pointed out to them in writing.

He regarded the drivers as part of the team. They were not just there to drive the coaches, they were part of the operation of the company.

Unfortunately, when the vehicle examiners came they tended to choose the older vehicles to inspect, said Mr Stewart. One problem was a lack of contact between operators and vehicle examiners.

Company to carry out random vehicle tests between inspections.

There seemed to be some sort of fear on the part of operators, but surely they and the vehicle examiners were working towards the same end.

In the future, the company's mechanics would carry out random checks on vehicles in between inspections and it was the intention to purchase a PSV Tester's Manual and other vehicle inspectorate publications to ensure they were all working to the same standard.

Mr Waterworth said the company had to be flexible and not just stick to the laid down inspection interval of four weeks. If a particular vehicle was constantly throwing up faults, he hoped the company would be flexible enough to spend more time on that vehicle.

LEGAL NEWS

■ A SEMINAR dealing with the fire risks of vehicles will be held next year in Cheltenham.

The event - organised by Gloucestershire Fire Liaison Panel - was originally due to be held next month during National Fire Safety Week but has now been rescheduled for April 26, 1991.

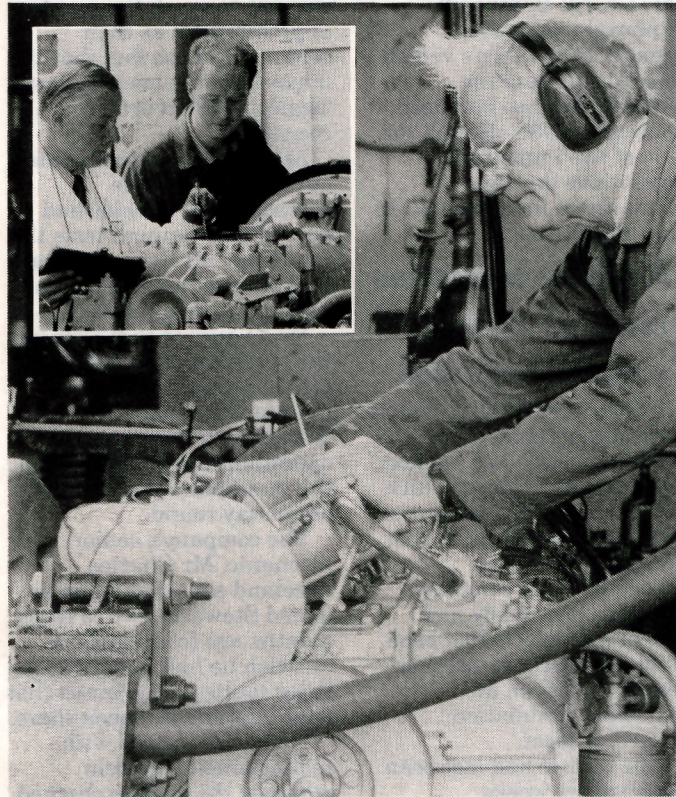
The programme will deal with the causes of vehicle fires, the effect on life/limb and property, the steps being taken to reduce the problem, the latest technology on extinguishment and practical advice on dealing with fires.

Further details of the timing, venue and cost can be obtained by contacting fire divisional officer Keith Martin, c/o Gloucester Fire & Rescue Service, Keynsham Road, Cheltenham GL53 7PY (Tel:0242 512041).

■ MINISTERS have put up tachograph calibration fees.

The new charges, introduced on September 3, are £30.60 plus VAT for the six yearly calibration and £19.50 plus VAT for the two yearly inspection.

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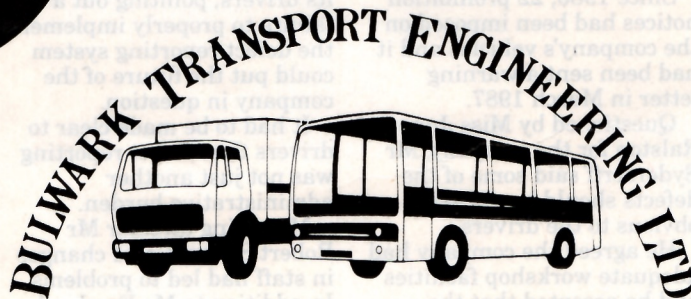


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Weekly report on law and the coach operator By Michael Jewell

Mr Stewart said his was one of the few companies in the area that had got involved in deregulation in 1986 and it was currently serving the local community using four to five vehicles. The balance of the coaches were used for many things, but principally local work in the Dalkeith area.

Arguing that it was not a particularly bad record overall, Miss Ralston said that there was a reasonable ratio of maintenance staff to vehicles.

The prohibition notices had averaged 3.3 defects, so the notice listing 11 items was not indicative of the company's maintenance standards.

The need to improve standards had been recognised last year, and steps had been taken to try and rectify the situation. This was the first public inquiry the company had been called to and it could not be described as a catalogue of wilful neglect.

Mr Waterworth said he took account of the fact that the company had been operating since 1920 and that Mr Stewart had been personally involved with it for more than 20 years.

He warned it was essential

to ensure that inspection periods were not missed, saying that the inspection of vehicles on time was crucial to the company retaining its licence.

He felt the company had accepted that supervision had been inadequate, partly due to the turnover in mechanics.

Emphasising the need to indicate in writing exactly what Mr Freeland's responsibilities were, Mr Waterworth said that often in small companies it was all done by word of mouth, and nobody, even in the company, was quite certain who was responsible for what.

Mr Waterworth said further maintenance failure would have serious implications for the company's licence and the jobs of the drivers.

The vehicle inspectorate were there to give advice and there should be no fear of them on the part of operators.

He was pleased to see that Mr Stewart was taking a more active role on the maintenance side. The company had to ensure that its record, which was looking poor, did not turn into a very poor record resulting in action being taken against its licence.

Steed's needs contract



MAYNARD and Gladys Steed - trading as Steed's Minicoaches, of Haverhill - have been stopped from using three of their coaches.

Eastern traffic commissioner Brigadier Compton Boyd has imposed a condition on their licence that their two 45 seater coaches and one 29 seater coach should not be used on the road until he has received a satisfactory maintenance contract for the vehicles.

The partners appeared at a Cambridge public inquiry in the light of their maintenance record and Brigadier Boyd lifted a condition on the licence restricting the size of vehicles to be operated to 45 seaters, replacing it with a condition restricting their size to single deckers.

He also cut the duration of the licence so that it now expires at the end of July 1991.

Fleet inspection must be carried out



NORTH
Eastern deputy
traffic
commissioner
Mr Brian
Horner has

ordered a full inspection and maintenance investigation be carried out on a company's fleet over the next 12 months.

He decided to take no action against the PSV operator's licence held by Mr Barry Patterson - trading as Barrie Patterson Executive Travel, of Seahouses, Northumberland - but issued a warning about future maintenance standards.

The ruling was made at a disciplinary inquiry in Newcastle following an

unsatisfactory maintenance report.

Licence application is rejected



SOUTH
Eastern
traffic
commissioner
Brigadier
Michael

Turner has turned down Southampton-based Peak Tour's application for a new national licence authorising four vehicles on the grounds that the company does not satisfy the requirement of being of good repute.

Test scrapped after discovery of dangerous defects



A VEHICLE submitted for its annual test was in such poor condition that the test could

not be completed - a public inquiry has heard.

The vehicle - operated by Mr Michael Jones - was given an immediate prohibition endorsed 'neglect' for nine defects, five of which were dangerous.

Mr Jones, who holds a licence for 12 vehicles and trades as Llansilin Motor Services, of Llansilin, near Oswestry, was given a severe warning over his maintenance standards, by North Western deputy traffic commissioner Mr Kenneth Birchall.

DTp vehicle examiner Mr Roger Byron said as a consequence of the test a fleet inspection was carried out in May.

He examined seven vehicles, issuing one immediate and four delayed prohibitions. The vehicle given the immediate prohibition had just come off

service and clearly should not have been in use.

Mr Byron said maintenance was carried out by Mr Jones' son Paul, who was only semi-skilled. He had also lost his driving licence, making it difficult to road test vehicles.

The facilities were adequate but were not always put to their best use because of parked vehicles. Drivers were reporting defects verbally.

He concluded the firm could not maintain the number of vehicles on its licence in a roadworthy condition.

Mr Michael Jones said he had been operating coaches for 14 years. He disagreed that he had not got room to use the maintenance equipment properly.

He currently had 15 vehicles in possession, but had been trying to sell three vehicles since September.

It was not disputed that the vehicle at annual test had been in no condition to be presented. It should not have gone. There had been a bit of a mix-up and it had been confused with

another vehicle.

He had suffered a problem over drivers using the defect book. However, he had never had a complaint from the public and none of his vehicles had ever been in an accident caused by their mechanical condition.

Mr Jones said he employed a skilled fitter/driver and two semi-skilled fitters/drivers. He was advertising for another mechanic, but Llansilin was a very remote area, seven miles from Oswestry.

In the future, he would use a chart to plan the inspections ahead and driver defect report pads would be introduced. If the number of vehicles authorised was reduced it would destroy the business financially.

After Mr Birchall said Mr Jones seemed to have experienced problems when he submitted vehicles to the test station, Mr Jones said he had experienced problems with a neighbour, who cut off his water for a month preventing the vehicles being washed off.

Mr Jones said virtually everything he operated was on a local service basis, with schools services picking up passengers. He felt he had got adequate skilled maintenance staff. He could not really say why the problems had arisen, but something had gone wrong.

The company had difficulty getting staff because of its location. His son was the only full time employee solely on the mechanical side.

Mr Paul Jones, who is aged 20, had no qualifications, having left technical college early. The annual test incident had probably been his fault.

For Mr Jones, Mr Robert Warnock said the facilities and the ratio of staff appeared to be adequate, and that was evidenced by the fact that Mr Jones had run the business successfully for 14 years.

Mr Birchall said it was likely the proposed system would avoid these sort of problems in the future. He warned, however, that if there was any repetition, there would be a much more serious outcome.

New deals, discounts, attractions, tips...New deals, discounts, attractions, tips...



Elizabeth Mansfield:
starring as stage star Marie
Lloyd.

Stage a trip back in time

OPERATORS now have the chance of reliving the bygone days of the British music hall.

Companies are being urged to organise a trip to London's West End to see a new show entitled Marie Lloyd - Queen Of The Halls.

The acclaimed one-woman show - starring Elizabeth Mansfield - depicts the life of the old entertainer.

The late night Saturday/Sunday matinee play with music opens on September 29.

It is ideal for operators looking for a Sunday afternoon activity and tickets are now on sale from the Fortune Theatre priced £5, £7.50 and £10 with groups of 20 or more getting £1 off per ticket. Show times are 11pm, Saturday and 4pm, Sunday.

Also Stage By Stage is offering a special 'Sunday Theatreland Coach Tour' for the special price of £125 per coach.

The tour lasts one hour and includes 300 years of London's rich and vibrant theatre history.

Plus, Stage By Stage offers a special 'Double Bill' - priced £250 - which includes the tour and up to two half-hour backstage tours of the Fortune Theatre per Sunday. It may also be possible for groups to meet Elizabeth Mansfield. **Ring Stage By Stage on 071 328 7558.**

Bargain overseas trips now on offer

NORMAN Allen Group Travel has some new tour offers for coach operators... with prices starting at just over £50.

The tour operator and handling agent has just announced its 1991 brochure which includes information of tours to 15 countries, dozens of hotels, sample itineraries and prices.

Of special interest are details of the first ever tours to the Arctic Circle and a special package to Vienna and Salzburg.

The latter is sure to be of interest to operators keen to tie-in tours to coincide with celebrations in those cities to mark Mozart's bicentenary next year.

Packages are available from £52 for a weekend in Ostend to just over £300 for a 12 day tour to Norway and the Arctic Circle. However, all tours are catered to the client's exact requirements.

Being launched shortly after a few years absence, will be a supplementary insert on tours of Great Britain and Ireland which will complement the brochure.

As an extra bonus, coach operators can now call the Norman Allen Group Travel sales department completely FREE by using the linkline number 0800 262 273.

Sub gets teeth into problem

A MINI submarine has carried out work on one of Britain's top tourist attractions.

The remote control, camera-fitted sub was used by Great Yarmouth's Sea Life Centre to check its shark-filled fish tank.

The examination was needed to discover if the two-month-old attraction was in good condition.

Officials wanted to see if there was any contamination and if sharks had created any rough edges as they carried out their daily routine.

Not surprisingly, there was a distinct lack of volunteers to do the work and so marine biologists called in Great

Yarmouth-based sub-sea specialist OSEL which concentrates on offshore gas and oil work.

The inspection confirmed that everything was in A1 order.

Sea Life Centre senior biologist Doctor Ben Bestwick said: 'The clarity of the pictures meant we could see everything in detail. It's helped us enormously.'

OSEL's sales manager Ray Ward said the project was one of the company's more unusual tasks! 'I only wish the North Sea had such good visibility,' he added.

You can contact Great Yarmouth Sea Life Centre on 0493 330631.

Eurolines reports Brittany boom

EUROLINES (UK) Ltd - the European division of National Express - has boosted ticket sales with Brittany Ferries' cross-channel services to northern France and northern Spain by 100 percent.

John Gilbert, Eurolines general manager, said: 'We are obviously delighted with the success of the programme. St Malmo has emerged the number one favourite, with fares starting at just £44.50 youth return from London.'

New London guide

TRAVEL Trade London 1991 is a new guide to facilities and services in London for the travel industry.

Published by the London Tourist Board, it is available free to coach operators and tour organisers.

The guide includes information on anything from accommodation and transport to tourist attractions and eating out in London, and also suggests unusual itineraries and new ideas.

LTB head of marketing Catriona Campbell said: 'I am very pleased with this year's redesigned issue. It should prove an invaluable tool to anyone working in the travel industry.'

More than 25,000 copies of the guide will be distributed in over 20 countries this year. *To obtain a copy, contact the correspondence department at the London Tourist Board, 26 Grosvenor Gardens, London SW1W 0DU. Tel: 071 730 3450 extension 230.*

Efteling is a winner

THE SENCICLE family from Kent have enjoyed a great day out at Holland's Efteling leisure park - after winning a competition organised by the Port of Dover and BBC Radio Kent.

Lorraine Sencicle chose to visit Efteling from any of the continental theme parks featured in the Port of Dover guide after successfully answering questions about the port in a radio quiz.

Also included was the ferry crossing for the family and their car and £100 spending money.



The Sencicle family celebrate at Efteling with the park's managing director Paul Beck (right).

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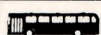
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Copy deadline: 1pm Tuesday for Thursday's issue. Cancellation deadline: 11am Tuesday.

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BARGAIN BUS

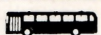
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No 1 IN THE
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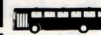
BARGAIN BUS

**16 AND 20
SEAT FREIGHT ROVER
MINIBUSES**

1986/1988, full stage specifications,
tested and taxed, power door, good
condition, ready to go.

£6,500 upwards

Tel: 0404 46354 eves and
weekends 0404 891411 Devon



BARGAIN BUS

1984 VOLVO B10M GLT

Van Hool, 49 reclining seats + courier,
video, centre toilet, drinks dispenser,
bunk, telephone, MoT March 1991.

£49,000 + VAT

Tel. Barrie (0787) 210260
Essex (13802/BB)

AEC

**AEC 760 ZF
MANUAL 1977
12 mtr PLAXTON
SUPREME IV**

55 retrimmed seats,
curtains, stereo, side
lockers, painted white, new
engine 40k ago, many
spares, immaculate, photos
available.

£7,750 + VAT ono**Tel. (0293) 560747**

(13666/AEC)

**ALLCO PASSENGER
VEHICLES****SPECIAL OFFER****One only AEC 760 Horizontals**

Can be heard running

Ring us first

(0895) 674422 or**081 866 8900****Mobile: (0836)****529555/241379**

(13616/AEC)

**1977 AEC RELIANCE 760
PLAXTON SUPREME IV**

52 seats, taxed and tested, good
condition.

£6,000 + VAT**1978 T REG AEC 760**

53 seats, semi auto, power door,
tested until January 1990 and
taxed, good condition.

£5,000

Tel: Grange-over-Sands
05395 32623 or 0539 534794

(13808/AEC)

**COACHMART
No 1 IN THE
INDUSTRY**

BEDFORD

**SMITHS COACHES
OF TRING**

have an excellent

**BEDFORD/
PLAXTON YMP**

35 seater for sale, registered
August 1982, tested April
1991.

£16,250 + VAT

Tel. Geoff Smith on
044 282 3163

(13694/BE)

BEDFORD

**45 SEATER BEDFORD
PLAXTON 466**

Power door, new 12 months
MoT, Bristol dome, very good
condition.

£2,500 ono**1973 53 SEATER BEDFORD
PLAXTON 500**

Blue Series engine, Express
power door, new 12 months
MoT, with Telma, very good
condition.

£3,000 ono**Tel. (0942) 884844****for further details**

(13655/BE)

**1977
BEDFORD
PLAXTON
500**

53 seats, MoT Jan '91.

£4,000 + VAT**ono****Tel.****(0203) 392655 or****(0203) 381686**

(13675/BE)

**1979 BEDFORD
53 SEATER
COACH DUPE**

MoT April 1990.

£7,500 ono**Tel.****Kingdom's Tours Ltd,****Tiverton, Devon****0884 252373**

(13819/BE)

**1976
BEDFORD YMT**

53 seats, MoT June 1991, clean tidy
machine, very reliable
contract motor.

£3,750**Telephone: 0203 680666**

(12887/BE)

**YMT DOMINANT TWO
1980**

53, Bristol Dome, power door, new
MoT

£7,000**YMQ DOMINANT BUS****1981**

50 seats, automatic, MoT May 91

£5,500**MIDLAND TRAVEL,****MANFIELD****0623 743576**

(12970/BE)

1976 BEDFORD YRT**NEW ENGINE JUST FITTED**

53 seater, MoT to April 1991, taxed, used
daily, clean, tidy machine.

£5,250 ono + VAT**or PART EXCHANGE for 20 seater minibus****Telephone: 081 890 9942**

(13698/BE)

**FOR SALE
DUE TO FLEET UPDATE**

1974 DOMINANT I, 53
seater, MoT April
1991 **£2,000**

1978 DOMINANT II, 53
seater, new MoT **£7,000**

1981 DOMINANT IV,
Turbo, 53 seater, MoT
December 1990 **£10,500**

**OPEN TO REASONABLE
OFFERS.****MERCURY COACHES****0202 394283/579592**

(13822/BE)

BEDFORD 1978,
MoT August 1991,
53 seater

Bedford 1973, MoT
June 1991, 53 seater

Bedford 1973, MoT
May 1991, 45 seater

*All well maintained,
good clean condition.*

Tel: Stoke on Trent
(0782) 512209/512235

(13709/BE)

**1976 BEDFORD PLAXTON
SUPREME**, 53 seats, MoT
April '91. **£3,750**

**1975 BEDFORD
DOMINANT NJM**, 41 seats,
MoT June '91. **£2,000**

**WOULD CONSIDER EXCHANGE
FOR SMALLER VEHICLE**

TELEPHONE
GREAT YARMOUTH
(0493) 720312

(13518/BE)

**1979 V YLQ
DOMINANT II**

45 seater, MoT June
1991.

£6,000

Tel. Walsall
(0922) 28625 or
23281

(13693/BE)

1981 BEDFORD YMT PLAXTON, 53 seater, MoT 17/12/90.
£9,750.

1977 BEDFORD YMT PLAXTON, 53 seater, MoT 5/91.
£4,750.

1979 BEDFORD YLQ PLAXTON, 45 seater, choice of 2: 1 -
MoT 10/91 and 2 - MoT 11/91. **£5,500 each.**

1985 FORD TRANSIT, 41 seater, diesel with override, MoT
4/91. **£4,250.**

21/22 SEATER MERCEDES taken in part exchange against
any one of the above up to £10,000 in value with cash
adjustment.

All plus VAT. Full inspection facilities available.

Telephone (0494) 441976 or
(0628) 483756 after hours

(13680/BE)

BEDFORD

1983

**TURBO DUPE
DOMINANT IV**

53 seater, ZF gearbox, 6 speed, express doors, Telma, tinted double glazed windows, immaculate condition inside and out, one full year's MoT, taxed.

£19,000 ono + VAT

Tel: 0642 482720 or 0642 476436
(12956/BE)

1977

**BEDFORD
DOMINANT II**

53 seater, very clean condition, MoT May 1991

£5,500 ono + VAT

Tel: 0753 820 212
(13692/BE)

1977

PLAXTON PJK

29 seater, very good condition, MoT November 1990, new front tyres, owner driver.

£4,000 ono

Telephone: 0922 685246
West Midlands
(12855/BE)

1979

**BEDFORD YMT
PLAXTON SUPREME IV**

53 seats, recent engine, overhaul, clutch and brake, very good condition, MoT due 1991.

£6,500 + VAT

Telephone: 0922 31590
(13663/BE)

**FOR SALE
BEDFORD YMP**

10 mtr, 1985, Plaxton Paramount bodywork fitted with 38 reclining seats, Telma retarder, fitted to high spec.

Armchair Passenger Transport

Tel. 081 568 8227

(13685/BE)

**1979 OCTOBER
PJK**

29 seater, very good condition, new tyres etc, tested till June 1991.

£6,200 ono**Tel. 0742 442467**

(12901/BE)

**1984 YNT ZF DUPE
LASER EXPRESS**

11mtr, 53 seats, side lockers, radio/pa, gangway armrests, driver's fan, owned by us from new, superb vehicle, speed limiter fitted and calibrated, MoT March 1991, must sell before new vehicle arrives.

£25,500 + VAT**Tel. 081 890 6394**

(13818/BE)

1975 PLAXTON YRT

53 seat, MoT until May 1991, good condition.

£2,500 + VAT ono**1974 PLAXTON
YRQ**

45 seats, MoT until Dec 1990, vgc.

£2,200 ono**Tel. 0278 683280**

(13816/BE)

**1982 X REG
BEDFORD YMT
DOMINANT II**

53 red moquette seats, power door, Bristol dome, new MoT, radio.

£10,000 plus VAT

**Tel. (0734)
713257**

(12996/BE)

BRISTOL

**2 BRISTOL LODEKKA
BUSES, 1967**

Taxed and tested January 1991. Converted for driver training.

**£3,000 ono
for quick sale**

TEL:**DAY - 0532 451753****EVE - 0274 565675**

(13630)

BOVA

**1981 BOVA
EUROPA £26,000****1983 BOVA
EUROPA £28,000**

Each with 53 reclining seats, in good condition and both with current MoTs. Will exchange for older vehicle.

**Tel. 02406 4346
Buckinghamshire**

(13657/BV)

DAF

**1980 DAF
MB200 DKTL**

Plaxton Supreme IV, 57 seater, tinted windows, curtains, MoT.

£17,500 + VAT**Tel. 081 423 0648**

(13711 DAF)

**Y REGISTERED DAF
ALFA MB200**

53 recliners, curtains, radio, PA, very clean reliable vehicle, owned by us from new.

£20,000 + VAT.

**Would consider
cheap part-exchange**

**Tel: (0977)
791738/792106**

(13659/DAF)

**JONCKHEERE
P599
DAF SB2300**

1988 'E' reg
Full spec exec, 51
Vogel recliners,
excellent condition

£79,000 + VAT

**Tel:
Day (0487) 843333
Eve (0353) 740813**

(13810 DAF)

DENNIS

**1980
DENNIS D/D**

78 seater, new MoT.

£7,000 ono

**Tel.
Kingdom's Tours Ltd,
Tiverton, Devon
0884 252373**

(13820/DEN)

DENNIS JAVELIN**F reg, 57 seaters**

One - Aug '88 Plaxton, MoT
Aug '91

Two - Mar '89 Duple, MoT
Mar '91

One - Apr '89 Duple, MoT
Apr '91

£59,500 each + VAT

**CLARKES COACHES
(0788) 832288**

(13637)

FORD

**1981 DUPE DOMINANT II,
53 seater. £9,750 + VAT**

**1978 PLAXTON SUPREME III,
53 seater. £3,750 + VAT**

**1977 PLAXTON SUPREME III,
53 seater. £3,750 + VAT.**

All vehicles are in good
condition and have many
extras.

**No reasonable offers
refused.**

**Johnsons (HENLEY) Ltd
0564 794794**

(12879/FO)

**GOODWINS
COACHES****have for disposal**

**1981 PLAXTON SUPREME.
53 seater, tinted windows,
air door, new engine fitted,
12 months, MoT.....£8,500
ono**

**1973 PLAXTON ELITE.
Ex Isle of Wight. Outstanding
for year, 53 seater.
.....£2,650 ono**

**TEL 061-477 3325
anytime**

(13514/FO)

**1978 FORD 16-seater, £1,750
1980 FORD 16-seater, £2,000
Both with new test certificates.
1978 FORD DUPE DOMINANTS, choice
of two, £5,000 each
ALL PLUS VAT
PHONE 081-361 1934**

(13633/FO)

FORD

1980 V REG FORD/PLAXTON.

Choice of two.

R1014With Supreme IV recliners, curtains,
Eberspacher, MoT November 1990.**R1114**With Supreme IV, 45 reclining seats,
MoT April 1991.*Both vehicles maintained from new.**FULL SERVICE HISTORY.***£6,500 ono + VAT each****WESTBUS (UK) LTD****Telephone: (0233) 636001**

(13696/FO)

1979**FORD 53 SEATER
PLAXTON COACH**

MoT February 1991.

£5,750 ono

Telephone:

KINGHAMS TOURS LTD,
Tiverton, Devon.**0884 252373**

(13821/FO)

S REG**FORD R1114 PLAXTON
SUPREME
MARK IV FRONT**Side lockers, power door,
radio, taxed 6 months, MoT
November 1991.**£5,000 + VAT****Tel: 0934 833177**

(13701/FO)

JONCKHEERE**1985****JONCKHEERE
P599 SCANIA
K112**51 seats, full executive,
all usual Jonckheere extras,
very good condition.

First to see will buy

£52,500 + VAT ono

Tel. Phillip Groom

071-638 5700/0293 565588

(13814/VO)

LEYLAND**1983 LEYLAND ROYAL TIGER DOYEN,**
44 seats, fitted with toilet and servery,
Leyland TL11 engine, finished in all
over red, MoT test to October 1991.
Offers invited. Box No: 13512, Coach-
mart, Wentworth House, Wentworth
Street, Peterborough PE1 1DS.

(13512/LE)

LEYLAND

**RE-ADVERTISED
DUE TO TIME-
WASTERS****Must be the
Bargain of the
Season.**

Space needed

**1980 LEYLAND
LEOPARD
DOMINANT II**New MoT, exterior
white, s/auto, Telma,
recent retrim.**£11,500***First to see will buy***Tel: 0203
680666**

(12998/LEY)

FOR SALE**1984 12 METRE
LEYLAND TIGER**248 Plaxton Paramount 3500
bodywork, 49 reclining seats, fitted
with Telma retarder, cherished
number plates. Sutrak air
conditioning, toilet, video, drinks
machine, first class condition.
ARMCHAIR PASSENGER TRANSPORT.**Tel: 081 568 8227**

(13684/LE)

2 LEYLAND NATIONALS.1974, MoT May 1991, 44
seats **£3,000 each****1 LEYLAND NATIONAL.**1978, MoT June 1991, 49
seats **£4,000***All running stage
services***WILLIAM STOKES & SON****Telephone: 0555 870344**

(13523/LE)

1987 D DUPE 425 CUMMINS/ZFAuto new gearbox, 44 seats with trays, servery, fridge, sunken
toilet, wired for video and 3 monitors. MoT 4/91.**£55,000****1983 Y LEYLAND TIGER/PLAXTON 3500**

50 recliners, continental door. MoT 2/91.

£28,000**1983 Y LEYLAND TIGER/PLAXTON 3500**48 recliners, continental door, sunken toilet (2 available, MoTs
11/90, 12/90).**£30,000****1983 Y LEYLAND TIGER/PLAXTON 3200**

48 seats, floor level toilet, Express doors. MoT 1/91.

£25,000**1983 Y LEYLAND TIGER/DOMINANT IV**

53 seats, Express doors (2 available). MoTs 2/91.

£24,000***All Tigers with semi automatic
gearboxes.******No reasonable offer refused
(our definition!)******Telephone for further details or to
arrange viewing.*****Daytime 0202 537568****Mornings or evenings 0929 554588****24hrs 0836 343833**

(13700/LE)

IVECO**F REG****IVECO DAILY
TURBO 49.10**21 seats, full soft trim, tinted
windows etc, genuinely mint
condition.*Bargain first***£13,995 + VAT****Sunderland 091 536 5656**

(13687/IV)

LEYLAND

Due to successfully acquiring extensive Stage Carriage routes and reorganisation, we are replacing a number of our Leyland fleet with Midibuses.

Choice of **18 Double Deckers** – 4 only to be sold.

Choice of **20 Dual Purpose** Leyland Leopards – Plaxton Duple – 4 only to be sold.

Choice of **6 Plaxton Supremes Viewmaster/** Leyland luxury coaches (1979-1982) in quite exceptional condition (one owner) – 3 only to be sold – to be replaced with Executive Coaches in April.

All the above are in daily use with most MoTs to 1991

'D' Coaches
Swansea (0792) 791981
(13714/LE)

M REG LEYLAND NATIONAL

48 upholstered dual purpose seats, MoT May '91.

£3,150 + VAT

Tel. (0525) 374151

(13815/LEY)

1978/79/80

LEYLAND NATIONALS MARK I

Dual doors, well maintained, single decker buses.

£3,400 + VAT

Tel: 04027 55895 or 081 530 5344
(try evenings)

(12859/LE)

1986 LEYLAND TIGER CUB

Optare, 33 seater bus, 4 speed, manual gearbox, new MoT.

£10,950 + VAT ono

Tel. 091 389 0494
day or 091 388 5475
evenings

(13612/LEY)

LEYLAND LEOPARD FOR SALE

Semi auto services buses.

£3,000

Leopard coach

£4,000

All with tax, test and in daily service.

Many more Leopards for sale. For full list, contact Mike or Jim.

Tel. (0827) 288822

(13697/LEY)

1982 X REG LEYLAND TIGER 218

Semi-auto gearbox, Plaxton Supreme VI express, 57 seats, MoT Feb '91, radio, pa, cassette, power door, blue and maroon, mustard moquette, Bristol dome.

£24,000 + VAT ono

Tel. 0734 713257

(12997/LEY)

1985 LEYLAND TIGER

Plaxton Paramount 3500, 49 reclining seats + courier, seat, toilet, radio and drinks machine, MoT to 3/91. EXCELLENT CONDITION. Ours from new. Choice of two.

£55,000 each + VAT

John Fishwick & Sons
(0772) 421207

(13643/LE)

Due to replacements we have the following for sale:

1983 12 MTR LEYLAND TIGER 245

Plaxton Paramount 3500 bodywork, 50 reclining seats, fitted with air conditioning, Telma retarder, cherished number plate, in first class condition, fitted with latest Level 6 Series TL11 engine and latest Rockwell back axle.

**ARMCHAIR PASSENGER
TRANSPORT**
Tel. 081 568 8227

(13712/LEY)

1977

LEYLAND LEOPARD PLAXTON

MARK IV FRONT

53 seats, MoT April 1991, very clean.

£8,500 + VAT

**STAFFORDIAN TRAVEL
LTD, STAFFORD**

0785 211433

(13516/LE)

1981 LEYLAND LEOPARD, 57 seater, Plaxton Supreme, COF to Aug 1991, seats recovered, power door, radio, £17,500 + VAT. Tel. (0371) 872644 (Essex). (13641/LE)

1979 LEYLAND LEOPARD DUPE

48 recliners, toilet, hot drinks, servery, TV/video, radio, PA, cassette, curtains, carpet, PP, excellent condition, MoT May '91, taxed.
£15,750

Consider exchange heavyweight, 53/57 seater

Tel. (0234) 60327

(12849/LE)

SOUTHEND TRANSPORT LTD LEYLAND LEOPARD

Duple Dominant II body, 57 seats, MoT September 1991, painted white.

£10,850 + VAT

Telephone: **Peter Levett**

0702 355724

(13813/DD)

MAN VW

MAN SR280 HIGHLINER. Full executive. **£36,000 + VAT.** Will take older heavyweight as part exchange. Tel. (0388) 774004. (13639)

MERCEDES

A REG MERCEDES

21 seater, very good condition, taxed/tested, Bristol dome, repainted in white with red stripe, new tyres.

Maintained to a very high standard.

OFFERS

1980 BEDFORD

16 seater, 1 year's MoT.

£3,250 + VAT

Tel. (0932) 254795 days
or (0932) 241115
eves/weekends

(13681/ME)

NEOPLAN

NEOPLAN SKYLINERS

Wanted for the end of October

1987-1988 Merc manuals preferred. Sellers must be willing to take back trade-in of up to £25,000 in value.

Tel. (0752) 790565

Mike or Dave Trathen or Roy Anderson

(13678/NE)

SCANIA

SCANIA BERKHOFF K112

CAG gearbox, 76 seats plus 2 courier seats, 1986, toilet, fridge, hot and cold water, double glazed, low mileage, vehicle owned from new, excellent condition throughout.

£75,000

Ask for Colin or Roy Ebdon

Tel. 081 302 2908

(12925/SC)

MCW

MCW METRO-RIDER COACH

28 seats + courier. First registered April 1990. All usual refinements including very large boot. Change in business direction forces sale.

£34,950 + VAT
(£12,000 saving on new price)

0785 760666

(12771/MCW)

0733 898111

CLASSIFIED MARKETPLACE

0733 898111

SERVICE BUS

1986 SCANIA CITY BUS. Low step, Webasto, underfloor luggage. 47 seating, 22 standing, MoT March 1991. **£48,000 ono. Tel: 0789 764401.**

(12740/SB)

1982 B10M VAN HOOL ALIZEE, 1983 DUPE CARIBBEAN both with toilet, not drinks, wired for Video. **£40,000 each + VAT. Tel. 0286 5175 or 0286 77858.**

(13649/VO)

SETRA

1988 SETRAS

215 HD, 42/49 seats with full JLD galley and Pullman. Tables, if required, hot oven, 240v micro, TV, etc. Superb all round condition. Probably the smartest Setras in the UK. Executive contract loss forces sale.

Reasonable offers please

**WEST COUNTRY PULLMAN
(0249) 443904, (0666) 824211 (eves)**

(13817/SA)

KÄSSBOHRER QUALITY SELECTION

Our new secondhand coaches are prepared, as only we know how, to give you the utmost satisfaction. Savour the flavour of the following samples then call us to chat about how we can best suit your tastes.

TAKE YOUR PICK

- 1983 DAF/Plaxton 3500** - 51 recliners, side lockers, radio/PA, heaters.
- 1985 Neoplan Skyliner** - 77 seats, full decker fitments, above average condition for year.
- 1986 Volvo B10M/Caetano Algarve** - 49/53 seat, demountable toilet, coffee machine, TV/Video, speed limiter, continental rear side door, power front door, full air conditioning.
- 1987 DAF/Caetano** - 11.6 turbo engine, 53 recliners, radio P/A, courier seat, continental door.
- 1988 DAF/Duple 340** - 53 recliners, TV/Video, radio/PA, toilet, drinks, courier seat, continental door.
- 1988 Leyland Tiger Jonckheere P90** - 48 recliners, TV/Video, radio P/A, driver's bunk, Telma, Webasto, courier seat, drinks, double glazed, air conditioning.
- 1989 Setra S 215 HRI (Rational)** - 49/53 recliners, demountable toilet, TV/Video, Webasto, radio/PA, courier seat, central locking, COF expires May 1991, white exterior, beige background with yellow/orange stripe. Choice of three. One sold.

**Year of registration does not denote year of manufacture.
Finance facilities available subject to status.**

...AND THERE'S MORE

Ask for our latest **NEW** vehicle list.

DIRECT LINES

Harry Kell 0932 843685 Andy Timms 0625 877658

RING 0522 500115



Kässbohrer

Setra. Perfection in coaches.

Kässbohrer (UK) Limited, Sadler Road, Doddington Road Industrial Estate, Lincoln, LN6 3RS. Telefax: 0522 500118

VOLVO

1978

VOLVO B58 PLAXTON VIEWMASTER MARK IV

Private plates, MoT February 1991, good condition throughout.

Telephone: 0222 471614

(12955/VO)

1986

VOLVO B10MT PLAXTON 4000RS

67 reclining seats, toilet, double glazed, fridge, Klix drinks dispenser, TV/video, full draw curtains and blinds, carpeted. Telma retarder, reconditioned engine fitted, 12 months MoT, immaculate condition.

£69,950 + VAT ono

**Telephone:
FLIGHTS COACH
TRAVEL,
BIRMINGHAM on
021 554 5232
and contact
GEOFF FLIGHT**

(12894/VO)



1986 (D REG) VOLVO B10M VAN HOOL S/H, TRI-AXLE SINGLE DECK



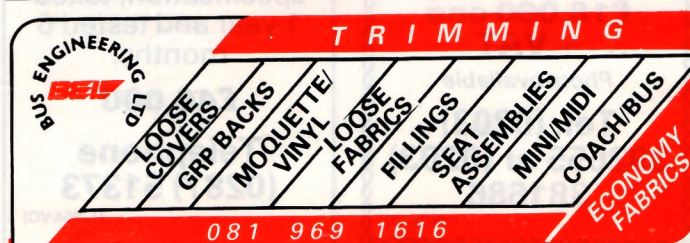
200 gallon tank, speed limiter, driver's bunk, 49 reclining seats, courier seat, driver's bunk, toilet, drinks dispenser, curtains, wired for TV/video, MoT April 1991. Ideal for carrying extra weight on shopping trips/shuttles. Excellent all round long haul coach.

£70,000 + VAT

**STARLINE COACHES, LIVERPOOL
(051) 428 6102**

(12856/VO)

TRIMMING



VOLVO



**COACH RENTAL
ON OLDER VEHICLES
25p PER KM
SCOTLAND ONLY**

1979 BEDFORD YMT Duple Dom I, 53 seats, manual door, unlettered, MoT January 1991, radio, very nice inside and out..... **£8,500 ono**

1973 BEDFORD YRT Plaxton Elite. MoT August '91, 53 seats, manual door, '500' engine, unlettered, green/red, nice condition..... **£2,500**

1983 VOLVO B10M Plaxton 3200, 53 seats, MoT April '91, power door, radio, PA, re-panelled and re-painted in brilliant white, lovely condition..... **£35,000**

**VOLVO K19
RECON G/BOXES
AVAILABLE**

££
££
££
££
££
££

**VOLVO COACHES
AND MERCEDES
MINIBUSES WANTED**

All body types and specification
purchased for cash.
Any condition.
Immediate settlement

££
££
££
££
££
££

**TRAMONTANA
C.D. LTD**

CHAPELKNOWE ROAD,
CARFIN, MOTHERWELL
TEL: 0698 53845/861790

(33156/VO)

**1980 VOLVO B58 PLAXTON
SUPREME**, semi auto, 48 seater
exec, rear toilet, drinks
machine, wired for TV/video,
recon gearbox and fluid flu
wheel fitted this year. Private
plate, MoT March 1991.
£19,500 + VAT.

**1977 VOLVO B58 PLAXTON
SUPREME**, 57 seater, recon
engine, new ZF gearbox and
steering box, centre floor and
retrim last year. MoT May 1991.
£13,500 + VAT.

**Tel: 081 845 6979 daytime
081 845 4243 nights**

(12865/VO)

**X REG, B58
DOMINANT IV**

Air overleaf suspension, Telmar, power door,
tinted double glazed, 53 E type seats, recent
retrim, curtains, radio P/A, MoT June 1991.

£21,000 or very near offer

051-226 1189

(12857/VO)

1979 VOLVO B50

Semi-automatic, 48 reclining seats, toilet,
fridge, water boiler, courier seat, carpet,
Telma, power door, radio, public address,
private plate, MoT until 6 Dec 1990.

**£19,500 + VAT
Tel. 0248 750304**

(12992/VO)

**1985 VOLVO
B10M CAETANO**

Low driver, 53 recliners,
tinted windows,
curtains, courier seat,
radio cassette, MoT Oct
'90.

**£50,000 ono
+ VAT**

Photo available

Tel. (0602) 254938

(13669/VO)

**1975 B58 PLAXTON
12 METRE
53 SEATER**

- ★ Speed limiter ★ Fridge
- ★ Boiler ★ Full draw
curtains ★ Wheel trims
- ★ Bristol dome
- ★ VG moquette
- ★ Test to 29/3/91.

£9,750 + VAT ono

**Tel. (0705) 503011
or (0831) 255519**

(12374/VO)

**APRIL 1989
VOLVO B10M
MARK III
PLAXTON**

Paramount 3500 (new model).
In excellent condition, 49/53
reclining seats, centre
demountable toilet, continental
door, aircraft style lockers. Some
summer and winter work with
vehicle if required.

£79,000 VAT

Selwyns Travel Ltd,
Runcorn, Cheshire

Telephone: 0928 564515

(13513/VO)

**1989 VOLVO B10M GL
PLAXTON PARAMOUNT
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- 1982 Leopards, S/A, ECW, long MoTs, nice condition.....£11,750
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SUPREME**, Exp 45 coach seats,
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DOMINANT**, Exp 53 coach seats,
MoT October 1990, £6,000**4 1977 LEYLAND LEOPARD DUPLÉ
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NEW MERCEDES 709, 29 + standees, stock.
NEW MERCEDES 609D, 26 seats, large boot, stock.
NEW MERCEDES 609D, 24 coach seats, power door.
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NEW DAF 400, 16 PSV, UF, tail lift, stock.
NEW DAF 400, diesel, 16 PSV, hib spec, stock.
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82 MERCEDES 21, new test.
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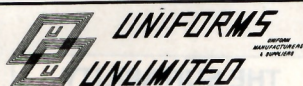
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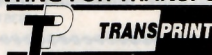
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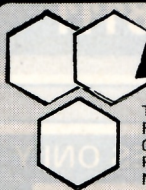
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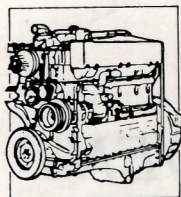
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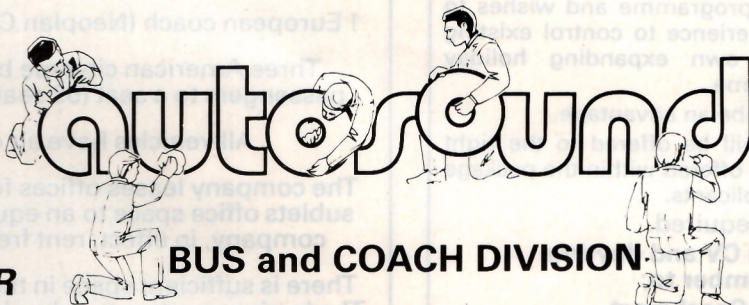
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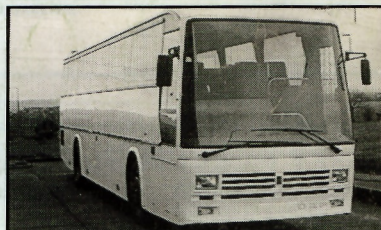
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- SB 220 rear engine with 'Award Winning' Delta Bus body.
- Choice of 4 or 5 speed automatic gearbox with integral retarder.
- Choice of coach, dual purpose or bus seating.

Hughes DAF - DUPLÉ



Available from stock or to your specification.

- DHTD, rear engine with 320 SL Plus coachwork, 57 reclining seats, curtains, carpet or 53 reclining seats with rear toilet.
- DHS rear engine with 340 SL Plus coachwork, 57 reclining seats, centre continental door, curtains, carpet or 53 reclining seats with centre sunken demountable toilet.

Hughes DAF HIRE

SHORT OF VEHICLES FOR PEAK PERIODS?

WHY NOT HIRE COACHES LIKE THIS BY THE DAY, WEEK, MONTH OR YEAR?

- UNDER YOUR CONTROL.
- WITH YOUR DRIVERS.
- WITH YOUR QUALITY OF SERVICE.



Hughes DAF

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